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THE MANAGER. [a196]

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The Daily Press.

HONGKONG, AUGUST 11TH 1909.

It is somewhat interesting to note that a new word (or rather a fresh use of an old word) has of late come into vogue, which admirably describes the ways of dealing of Chinese officials. The term "Chinoiserie," which was formerly used to describe the complicated patterns upon certain Chinese ornaments, has now been adopted as descriptive of the "peculiar ways" of the Chinese official, and, by adaptation, to similar methods when followed by Europeans. A recent writer not inaptly applies it to GLADSTONE's celebrated Home Rule Bill, which certainly could vie with anything that the Chinese can do in keeping the word of promise to our ears and denying it to our hopes. Chinoiserie—to translate the word—is a very apt term for expressing the wonderful kind of action on the part of Chinese officials with which those who have been long resident in China are so painfully familiar, but which it is extremely difficult to explain with anything like accuracy. We all know what is meant, but it is not so easy to say in what "Chinoiserie" essentially consists. It is something like the terms "good" and "bad," which even the great DR. JOHNSON did not attempt to define, contenting himself simply with saying that "good" was "not bad," and "bad" was "not good"—definitions which certainly do not carry you very far. Possibly some help may be obtained from the Buddhist idea of "Nirvana," which has been defined as "being and not being." In a similar way "Chinoiserie" may be defined, not as "being

and not being," but as "doing and not doing"—acting, often with a great appearance of energy, in a certain direction with an effective result in exactly the opposite. One of the earliest illustrations we had of this kind of action was in the abolition of Barrier dues supposed to be effected by the Tientsin Treaty. All the difficulties on this subject were considered to have been settled by the payment by the merchant of an extra half import duty at the port of import; but as soon as the imports got into Chinese hands, on came the old Transit dues in one form or another just as before. This was protested against until commercial men and diplomatists got tired of protesting, and in this way the Chinese succeeded, *more suo*, in abolishing the dues sufficiently to get a part of them paid in commutation to the Imperial Authorities at Peking through the Customs, while leaving the Provincial Authorities pretty well a free hand to levy the old *likin* exactions as before. In much the same way the deers from time to time fulminated against Opium from Peking had the effect of enabling the provincial and local officials to obtain larger payments for permitting them to be evaded—so that nothing was really done towards removing the evil, which, for all the talk on the subject, went on unchecked, if not actually encouraged, though, it is fair to admit, some kind of *bona fide* effort has been made of late. More recently the promised improvement in the currency, and the more emphatic promises of granting representative institutions, form very noticeable illustrations of the marvellous power of the Chinese to do and not to do a thing at the same time. Repeated action or inaction, whichever of the two it is, of this kind is rather discouraging to those who hope for improvements in China and are honestly desirous to see a nation which, with all its peculiarities, has so much good in it, get into the right paths and do justice to the many qualities it possesses. The curious thing, however, is that after a series of evasions, we often find the Chinese doing the very things they have declared to be utterly impossible. The history of railways and telegraphs in China forms an illustration of this. The Chinese Government always declared they were an impossible, that the absolutely insurmountable—the *Fung Shui*, the rights of the Provincial Authorities, the inland taxes, the impossible; and yet they have now been introduced, although in some cases not up to the most satisfactory footing. It is wonderful how obstacles disappeared when the measure became recognised by the officials as advantageous. Possibly the day will come when the same happy change will take place in regard to currency, finance and other matters of internal administration; but as yet it must be acknowledged that time seems far distant.

Yesterday at the Magistracy a Japanese restaurant keeper in Pottinger Street was fined by Mr. Hazeldene \$250 for selling beer and saké without a licence.

Mr. Th. H. Lyle, H. B. M. Consul at Chong-mai, is proceeding home on leave. Mr. T. F. Carls, H. B. M. Consul at Hanoi, is also shortly going home on leave.

Two cases of snatching from the person on the street were dealt with at the Magistracy yesterday, and sentence of six weeks' imprisonment and four hours in the stocks was passed in each case.

The American cruiser *Rainbow* was brought into Hongkong yesterday morning by the blue funnel steamer *Antiochus*, which towed her from off Amoy, the cruiser's main boiler having been damaged. The usual salute was fired on entering the port.

At a meeting of His Majesty's Justices of the Peace held at the Magistracy yesterday afternoon the application of R. Eckhardt for the transfer to him of the Cafe Weismann licence from C. Fieller was granted. Sir F. A. Hazeldene presided, the other Justices present being Messrs. J. R. Wood, C. D. Melbourne and R. H. A. Craig.

The Supreme Court of the Philippine Islands has approved the deportation of Ly Chuan, a Chinaman convicted for the third time of the illegal use of opium. It was shown in the trial that he not only used the drug for himself but that he traded in it and the fact that he was "an exploiter of the vice" was taken into consideration by the supreme tribunal in sustaining the sentence of the lower court.

Mr. Cameron Forbes, Acting Governor-General of the Philippine Islands, has announced that the stockholders of the Manila Railroad Company, at a recent meeting in London, agreed to accept the franchise for the extension of the Manila Railroad Company's system in the Island of Luzon, retiring their bonds and accepting a guarantee by the insular government of four per cent. per annum on the invested capital conditional on the extension of the line into Albay, into the summer capital, and along the new docks in the city of Manila.

Mr. J. S. Dobie, agent in Hongkong of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 24th July amounted to 26,239.10 tons and the sales during the period to 24,191.90 tons.

Shanghai papers report that Mr. A. Oppenheim-Gorard, chief shipping clerk of the Standard Oil Co., has committed suicide by shooting himself in the head with a revolver on the Soochow Creek. The body was recovered by the River Police and conveyed to the Mortuary. The deceased had been very nervous the past few days.

A report states that Mr. J. H. Mackintosh, of the firm of Mackintosh & Co., of Shanghai, is endeavouring to secure capital in England for a company in China, the China and Great Western Silk Manufacturing Company, Ltd. Half the capital of £1,000,000 has been already promised by Chinese. The Directors in China are—His Excellency Sheng Tan-Ho, H.E. Chu Pao-san (chairman of directors), and Messrs. Yang Sing-tse, Chang Tse-ying and Ting-Chia-hou. Mr. Mackintosh will be the managing director.

THE SCOTCH OATH.

Some amusement was created at the Marine Court yesterday during the course of the inquiry into charges of misconduct preferred against the master and mate of the *Shiu On*. When the engineer entered the witness-box Mr. Shenton suggested that as the witness was Scotch he might prefer to be sworn in the Scotch fashion. The engineer nonchalantly replied that he did not mind, whereupon a Court official repeated the English form of oath while witness held up his hand. Mr. Shenton, however, was dissatisfied. He said the witness should repeat the oath after the official administering it and hold up his hand. The President then asked if the witness should hold up both hands, a question which provoked a smile, and Mr. Shenton having returned an answer in the negative, the President directed that the man should be re-sworn. There did not appear to be any difference from the previous attempt, but Mr. Shenton said he was satisfied, and the examination of the witness was proceeded with. The Scotch form is altogether different from the English, and runs something like the following: "I swear, as I shall answer to God at the great day of judgment, that I will tell the truth, the whole truth, and nothing but the truth."

INTERPORT CRICKET.

SINGAPORE TO VISIT HONGKONG.

It is with considerable satisfaction, says the *Singapore Free Press*, that we are able to state that the interport cricket matches will this year be revived, though it is perhaps wrong to speak of revival, since the last match was played in 1904. In that year a Straits team went away to Hongkong where it met and defeated both Shanghai and Hongkong, Barrett and Rees being the heroes of the two games. A good many of the eleven which went away then are still available, though a bowler of Rees' stamp and a batsman of Barrett's are not to be easily found, but it should be possible to send a team which will leave so as to arrive in Hongkong in time to play a series of matches in the beginning of November. Hongkong and Shanghai will be met and it is also hoped that an eleven from Japanese ports will be able to attend. The local eleven will probably leave by one mail and come back by the next, giving about a fortnight in Hongkong. Perak and Selangor have both promised support, but it is possible that Penang will find it impossible to contribute to the eleven. It is rather curious to note that ever since the shocking Bokhara accident, all over since the matches have been played in Hongkong and on each occasion the Straits representatives have won. It is quite impossible to form any opinion of possible results this time as the constitution of the eleven is entirely in the dark, but the match at Penang next week should give a useful line, coming after the local tournament.

THE IMPERIAL INSTITUTE MURDERS.

THE MURDERER'S "JUSTIFICATION."

At the Police Court proceedings Madar Lal Dhillwa, the Indian student who murdered Sir Curzon Wylie and Dr. Lalcaas, made the following statement:—"I do not want to say anything in defence of myself, but simply to prove the justice of my deed. As for myself, no English law Court has got any authority to arrest and detain me in prison, or pass sentence of death on me. That is the reason I did not have any counsel to defend me. "And I maintain that if it is patriotic in an Englishman to fight against the Germans if they were to occupy this country, it is much more justifiable and patriotic in my case to fight against the English. I hold the English people responsible for the murder of 80 millions of Indian people in the last 50 years, and they are also responsible for taking away £100,000,000 every year from India to this country. I also hold them responsible for the hanging and deportation of my patriotic countrymen, who did just the same as the English people here are advising their countrymen to do. And the Englishman who goes out to India and gets, say, £100 a month, that simply means that he passes a sentence of death on a thousand of my poor countrymen, because these thousand people could easily live on this £100 which the Englishman spends mostly on his frivolities and pleasures. "Just as the Germans have no right to occupy this country, so the English people have no right to occupy India, and it is perfectly justifiable on our part to kill the Englishman who is polluting our sacred land. I am surprised at the terrible hypocrisy, the farce, and the mockery of the English people. They pose as the champions of oppressed humanity—the peoples of the Congo and the people of Russia—when there is terrible oppression and horrible atrocities committed in India; for example, the killing of two millions of people every year and the outrageous wrongs of our women. The Englishman, not hesitating to see the Germans walking with the insolence of conquerors in the streets of London, goes and kills one or two Germans, and that Englishman is held as a patriot by the people of this country, then certainly I am prepared to work for the emancipation of my Motherland. Whatever else I have to say is in the paper before the Court. I make this statement, not because I wish to plead for mercy or anything of that kind. I wish that English people should send me to death, for in that case the vengeance of my countrymen will be all the more keen. I put forward this statement to show the justice of my cause to the outside world, and especially to our sympathizers in America and Germany."

TELEGRAMS.

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THE FINAL TEST MATCH.

ENGLAND V. AUSTRALIA.

LONDON, August 10th.

The Fifth Test Match was commenced at the Oval yesterday in the presence of upwards of 30,000 spectators. The Australians won the toss and compiled 325. The feature of the innings was the splendid all round batting of Bardsley, who ran up a score of 136 before he was dismissed. The English team had scored 41 at a cost of two wickets when stumps were drawn.

The full scores were as follows:—

Gregory	1
Bardsley	136
Noble	2
Armstrong	15
Ransford	3
Trumper	73
Macartney	50
Hopkins	21
Cotter	7
Carter	4
Laver, not out	8
Extras	5
	325

Carr took five wickets for 146 runs; Barnes two for 57; Sharp three for 57.

ENGLAND.

Spooner	13
MacLaren	15
Rhodes, not out	7
Fry, not out	3
Extras	3
	41

PREVIOUS GAMES.

1st Test England Won by 10 wks.
2nd " Australia " " 9 wks.
3rd " Australia " " 126 runs.

THE BRIBERY SCANDALS
IN JAPAN.

Tokyo, August 10th.

The Appeal against the sentences imposed on officials of the Japan Sugar Refinery Co., for bribery and corruption, has been heard, and the sentences confirmed except in the cases of two minor officials, whose sentences have been quashed.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE CRETAN QUESTION.

AUSTRIA MEDIATING.

LONDON, August 9th.

Austria, at the request of Greece, has intervened at Constantinople in favour of peace, pointing out the dangers of warlike complications between Turkey and Greece.

CONCILIATORY ATTITUDE OF
GREECE.

LONDON, August 10th.

The reply of Greece to the Porte's Note asserts a desire for the friendliest and closest relations with Turkey and points to the enthusiasm with which the Grecian people has welcomed the new régime in Turkey.

The Government of Greece trusts that a frank understanding with regard to Crete will dissipate misunderstandings between the two Powers.

PREJUDICE AGAINST CHINESE
PORK.

LONDON, August 9th.

The butchers, especially in the poorer neighbourhoods, have found the Chinese pork, recently imported, unsaleable owing to public prejudice.

TRADE-IMPROVING.

LONDON, August 9th.

The increase shown in the July imports amounts to £8,547,573, and in the exports to £1,781,515.

The cotton exports showed an increase of £523,717; wool, £374,693 and other yarns and textiles £245,250.

THE CONFLICT BETWEEN
CHINA AND JAPAN.

LONDON, August 10th.

The conflict between China and Japan is regarded in St. Petersburg as disquieting.

It is stated that Russia is endeavouring both at Tokyo and at Peking to secure a peaceful solution of the difficulty.

COMPANY MEETING.

THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD.

The ordinary half-yearly meeting of shareholders in this Company was held at the office of the Company at noon yesterday.

Mr. R. Shawan presided, and there were also present—Messrs. F. A. Gomes, J. Bandow, W. Holmes, C. R. Lenzmann, H. E. Tomkins, C. E. Anton, H. A. Siebs, R. Fuhrmann (directors), W. E. Clarke (secretary), J. M. Machado, A. H. M. da Silva, W. N. Fleming, L. Berindogoe and others.

The SECRETARY read the notice calling the meeting, and

The CHAIRMAN said—The report and statement of account having been in your hands for the usual period, we will, with your permission, take them as read. It is with feelings of great pleasure that your directors present you with what must be considered very satisfactory figures for the half-year's working, and we trust that the proposed appropriations of funds will meet with your approval. The net earnings of steamers and the amount at credit of Profit and Loss Account are the largest for any corresponding period since 1905, and the gross earnings exceed those of any similar period in the history of the Company. The result now laid before you has been attained under severe competition, and increased charges of over \$40,000, in consequence of low exchange, increased light dues and loss in exchange of subsidiary coins, as compared with the corresponding period of last year. The total loss by subsidiary coinage amounted to \$23,539.64 for the period under review. You will notice the very substantial increase of \$79,446.25 in investments in public companies, since the last report. This increase is due to further investment of \$39,607.75, and the appreciation of values over depreciation amounting to \$39,838.50. A similar amount of \$39,838.50 is shown to the credit of the Flotation Account. All the values of our investments

quotations current at the close of the half-year. Business being very slack during June, the opportunity was taken to replace the defective paddle shaft of the steamer *Honam* by the new shaft recently received from England. All the vessels of the fleet are now in good working order. I do not think of anything else calling for special comment, but should any shareholder require any further information I shall have pleasure in answering any question.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. FLEMING—I beg to second, and I think that the management and shareholders are to be congratulated on the report and accounts presented.

The motion was carried unanimously.

The appointment of Messrs. J. W. Bandow and C. E. Anton to the directorate was confirmed on the motion of Mr. FLEMING, seconded by Mr. MACHADO.

On the motion of Mr. SILVA, seconded by Mr. BERINDOGUE, Messrs. C. R. Lenzmann and H. E. Tomkins were re-elected directors.

The retiring auditors, Messrs. A. O. D. Gourdin and W. P. Potts, were re-appointed on the motion of Mr. SILVA, seconded by Mr. MACHADO.

The CHAIRMAN—That is all the business, gentlemen. I am pleased to be able to conclude by telling you that dividend warrants are payable on application. I refer to you a very good one, but *palmam qui meruit ferat*, and on that principle I am bound to admit that for a great deal of its goodness you are indebted to the unwearied care and vigilance of your Secretary, Mr. Clarke. I verily believe he eats and drinks and sleeps and dreams all the time, thinking of his Company and your interests; before one eye he sees the broad shining river with his boats running up and down, and before the other lies outspread the Portage Bill and Expense sheets over which he sometimes groans aloud. You could not have a better secretary or a man more devoted to your interests, but with all his care and much as he loves to pore over his accounts and analyses and compare them; there is one item which I am sure he is ashamed of, and for which I too would blush if I knew how. That is the item of \$23,539.65, loss on subsidiary coinage. That is a pretty confession for the Chairman of a Company to have to make, and a nice burden for a British Company in a British Colony to have to bear. At that rate of loss, \$56,000 per annum, we shall have lost in less than five years over a quarter of a million of dollars. That may seem a small sum to the rich and prosperous Government of Hongkong, but it is a very serious charge on a Company like this—and we are not the only Company that suffers—and I cannot believe that the Gov-

ernment mean to look on quietly and do nothing while we suffer these heavy losses. It is true that in the past we owe little to those who sit in high places, for commencing with those old sailing ship captains and merchants who refused to quit the port when ordered to do so by the sapient government of that day, who wanted to abandon it, down to the present, we have usually had to look after ourselves and take care of ourselves in a crisis, but although the Colony has been made by trade and built up by traders like ourselves, still we pay our taxes and have a right to expect something in return from those who receive the money. In business there are few worse things than a dishonoured signature, but in this case the Government is not only dishonouring its bills, but is actually allowing the superscription of our Sovereign to be dishonoured on their coins. Incidentally, they are throwing away what used to be a fine source of revenue, but that is a small matter to them, which can be easily remedied by slapping another tax or two on our poor Isaacsons. We all know, or at least we have the word of a great man for believing, that the world is governed with very little wisdom, and so we do not look for much wisdom or courage or foresight from those in authority over us; but even so, granting all that, the apathy and supineness they show in a matter so seriously and so prejudicially affecting the interests of the whole community is amazing and astounding even for them. (Applause.) The Secretary has reminded me of another point. Shipping people know well that fares and freights cannot be raised as we like, but are governed by competition. It all comes to this: that if the Government did its duty we should not be forced to receive coins that are worth less than their proper value by six to ten per cent.

A RICH SILVER MINE IN KWANGSI.

It is reported that the Tienpingshan silver mine in Kueichien, Kwangsi, is one of the richest mines in that province, and lately Tachai Huang Hui-chuan and Lin Shi-chi accompanied Mr. Yang, mining engineer, and others interested, to inspect it. Mr. Yang is a son of the well-known Dr. Yung Wing, who took over the early Chinese Government students to the United States. He has expressed a high opinion of the richness of the mine, which, he says, is one of a kind not often come across. According to his statement, from ten to fifteen ounces (Chinese) of pure silver may be obtained from a piece of ore, and with 300 miners working a day, some 20,000 ounces of silver may be extracted from 100 tons of ore. The mining area is very extensive and about twenty lodges have been discovered.

A syndicate called the Chen Hui Co. has been formed, the principal interests in which are taken by wealthy Chinese in foreign colonies. The mining machinery has arrived and the shaft has begun to sink the shafts. Facilities such as tramways and steamers are under consideration and will be put into operation. The chief promoter of the syndicate lately arrived in the capital of Kwangsi with the intention of securing mining rights in the Linkuei, Hsiangan and Zunging districts, as well as a reclamation scheme in the first named city.—*N. Y. Daily News*.

THE HONEST BROKER.

HOW AMERICA WOULD GAIN BY A GREAT WAR.

Judge Wilhelm Schwarz, a member of the Reichstag and the Prussian Diet, has given the Berlin correspondent of the *New York Herald*, (Paris edition) some striking comments on his article, "The American Peril," which recently appeared in *Der Tag*.

"Yes," he said, "the peril would come from America in the case of a war between Great Britain and Germany."

When asked if he meant that the United States would pick into the fight for one side or the other, he replied:

"Not at all, but the United States would be the winner, and no matter whether Germany won the fight or whether England won it, the United States would win much more. I mean that the aggressive and commercially mercenary spirit of the United States would take its advantage."

"The American people are first and foremost commercial. In the event of trouble between Germany and Britain the American tradesman would lay aside sentiment and take every commercial advantage. We should lose and England would lose."

"My article in *Der Tag* was not a challenge to the American people, but a cry of alarm for our own—and for those of England if they wish to listen. I say 'Look out!' for the eagle is watching."

Germany would win because of her geographical position, affording superiority in movements and manœuvres.

"Up to the present arrangements are necessary for the maintenance of peace," continued Herr Schwarz, "but in theory I am for peace by arbitration."

"The people will continue to pay taxes for war purposes so long as they are convinced of the necessity. But to come back to the original point, that of warning the German and English peoples that if they fight they will lose the spoils to the American people. When I say 'American people' I mean the mighty dollar, which is stronger than any other power."

BURNS' GRANDCHILD DEAD.

TENDED IN CHILDHOOD BY THE PORT'S
WIDOW.

The eldest direct descendant of Robert Burns has just died at Cheltenham.

Mrs. Sarah Eliza Matland "Tomb's" Burns Hutchinson had reached the advanced age of 87 years. She was the daughter of the late Lieut. Colonel James Glencairn Burns, and her family are now the only lineal descendants of the poet.

Mrs. Hutchinson was born in Bengal on November 2, 1821. She lost her mother when only five days old, and was sent home to Dumfries, where she was tended by her grandmother, the widow of the poet. During this period she sat for the famous picture everywhere known to students of Burns as "Bonny Jean and her Grand-daughter."

At the age of 25 she was married to Dr. Berkeley Westropp Hutchinson, a native of Ballinacree, Ireland. A terrible misfortune overtook them when they emigrated to Australia, for they lost their children by death on the ship. In Victoria and New South Wales, however, their children were born to them of whom one son and three daughters still survive—viz., Mr. Robert Burns Hutchinson (now farming in British Columbia), Mrs. Annie Vincent Burns Scott (widow of a landed proprietor near Adelaide), Mrs. Violet Burns Cowring (wife of the principal of St. Bole's College, Eastbourne), and Miss Margaret Constance Burns Hutchinson.

SUPREME COURT.

Tuesday, 10th August.
IN ORIGINAL JURISDICTION.
BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD, KARBERG & CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade said it transpired from the documents, copies of which were supplied on the previous day, that the fitter Beyer, on the 25th June, 1908—that was two days after the trial—sent a report home to Mr. Borsig, the manufacturer of the machine, and Mr. Borsig had sent copies of this report to Messrs. Arnhold, Karberg and Co. The only claim for protection made in the affidavit was professional privilege.

Mr. MacNeil—That is not so, my Lords.

Mr. Slade said the right grounds for objection were either privileged communication or materials for evidence.

Mr. MacNeil—Materials for evidence is the ground we are objecting to.

Mr. Slade said the only possible ground on which this report could be privileged was that it was written for the purpose of this case.

Their Lordships knew well that reports being made in the ordinary course of business were not privileged. This report was not made to Messrs. Arnhold, Karberg and Co., but was sent home to Mr. Borsig just at the time when this trouble arose.

The Chief Justice—You say it is in Arnhold, Karberg's possession because Mr. Borsig sent them a copy?

Mr. Slade—That is all. It contains materials on which I could cross-examine the defendants, but they object to produce it and have not even put it before your Lordships.

Mr. MacNeil—That is not fair. We promised your Lordships to produce all Borsig's correspondence.

The Chief Justice—We did not see the document.

Mr. Slade—This letter is as much part of Borsig's correspondence as any other part, and they refuse to produce it.

Mr. MacNeil said among the documents (for which privilege was claimed were documents which were obtained in order to afford materials for evidence. Counsel quoted authorities in support of this contention and said it seemed to him perfectly clear that their Lordships must hold the document in question to be privileged inasmuch as the matter was to be placed in the hands of plaintiff's solicitor for the action.

Mr. Slade said this was not an accurate statement, as there was no threat of action at that time.

Mr. MacNeil said the statement was that his client should be held responsible. This report was not made to them, otherwise it should be disclosed. Mr. Beyer made the report to Mr. Borsig, and Messrs. Arnhold, Karberg and Company's Berlin house received the report from Mr. Borsig. There could not be the smallest doubt that the document was material for evidence and nothing else.

Mr. Slade did not know whether his friend's statement that the document was obtained by the Berlin house for the purpose of being submitted, was founded on instructions, but it was apparently entirely opposed to the wording of the letter of August 12th in which the report was first received. It was, he submitted, perfectly clear from that that it was voluntarily sent by Mr. Borsig to excuse himself from possible claims on the part of Arnhold, Karberg & Co. against him, and not for in any way assisting Arnhold, Karberg & Co. in the way of evidence.

The Chief Justice—He mentions difficulties with Beyer.

Mr. Slade—Because difficulties were raised by Beyer, that does not necessarily make everything privileged.

The Chief Justice—Here is a firm in Berlin which understand that their branch house in Hongkong is threatened with proceedings, and they send them a report from Borsig.

Mr. Slade—Arnhold, Karberg and Company in Berlin, and Arnhold, Karberg and Company in Hongkong are the same firm, and the report has been received by them. The report did not come into existence for the purpose of being used as evidence.

The Chief Justice announced that the Court thought the document was not privileged.

Mr. Harton was then recalled for re-examination by Mr. Slade and gave evidence regarding a third test he made. The temperature of the ice of both companies was 18 degrees, and each piece, which weighed 8 lbs., was as similar as possible in shape. When the Milling Company's block of ice had melted, there remained of the Ice Company's block 7½ ounces. In each case the piece of ice used as a test was taken from as near the centre of the block as possible. This first test he made was 7.9 per cent. in favour of the Ice Company, the second 5.3, the third 5.85 and the mean 6.35 per cent. The quantity of ice to be supplied by the Milling to the Ice Company was 5,300 tons per annum, the percentage of loss on this at 6.35 being 400 tons. The loss of 6.35 per cent. on this would be \$8,960. In the machinery supplied at Junk Bay there was no special apparatus for removing the core from ice.

Mr. Slade said he did not wish to go into the question of machinery at this point unless

driven to it. He had not dealt with the question of process or the question of machinery at all because it seemed to him immaterial. This was purely and simply a question of saving time.

Mr. MacNeil said he was quite agreeable to that. They said in the pleadings that given considerable opportunity their plant would have made ice quite up to the warranty. The plant was a proper plant for producing proper ice.

The Court decided that questions of machinery should be postponed until the question arose. Mr. MacNeil suggested that the Court should ascertain from Mr. Harton his meaning when he said there was no special apparatus for extracting a core.

The Chief Justice (to witness)—Can you say whether there is an efficient apparatus at the Milling Co. for getting air out of the water in which the ice is made?—I don't think so.

Have you seen the plant?—Yes, and it would be necessary to superadd some special apparatus which was not there to eliminate air so as to remove a core.

Does the practical consume supply a large part of the trade?—Only a small part.

Have you customers who buy in blocks?—Our shipping customers buy by the ton.

With regard to tests, was there any substantial difference in the quality of the ice?—No.

Supposing you took a block of fifty pounds do you think the tests would be the same?—Yes.

Mr. J. Loebau, who was formerly a fitter at Quarry Bay, said he was engaged by Mr. Borsig to take charge of the erection of the ice plant at Junk Bay. He took all his orders from Mr. Beyer with regard to the work. In the early part of June a trial, carried out by Mr. Beyer, was stopped by the breaking of a crane. There were three engineers there, who took eight hour shifts, and during the 24 hours at a subsequent trial the machinery ran very well, there being only one stoppage of about two hours. Altogether the machinery ran between seven and eight days. The ice produced at the beginning of the trial was not so good as that produced later.

Mr. Davidson, solicitor and managing clerk to Messrs. Hastings and Hastings, deposed to drawing up the agreement for the purchase of the ice plant by plaintiffs from the defendants. The agreement was drawn up on the instructions of Mr. George Hastings, and on October 15th was sent to the office of Messrs. Arnhold, Karberg and Co. with the object of getting Mr. Arnhold's signature. When witness called he saw another gentleman who was acting manager during Mr. Arnhold's absence in Canton. That gentleman read the document, but said he would rather not sign it. The agreement was eventually signed by Mr. Borsig on the one part, and by Mr. Arnhold on the other.

Mr. MacNeil asked their Lordships whether they would consent to hear the two counsel on each side in the summing up. In that event one man could deal with technical questions, and the other with other points.

The Chief Justice intimated that the Court had no objection so long as the same ground was not covered twice.

Shortly after Mr. MacNeil had proceeded to open the defence the Court rose with the object of paying a visit to the Ice Works.

The hearing of the case will be resumed this morning.

THE NEW GERMAN CHANCELLOR'S CAREER.

ONE OF THE KAISER'S INTIMATE FRIENDS.

Dr. von Bethmann-Hollweg, the new Chancellor, has made rapid advance. He is one of the Emperor's intimate friends, having been brought into frequent contact with his Majesty when Provincial Governor of the Province of Brandenburg. With his headquarters at Potsdam he used to take long walks and rides with his Majesty.

The Emperor was not slow to recognise his administrative talents, notably in the field of social legislation, and in 1901 his Majesty offered him the post of Minister of the Interior, which the Governor refused, as the conditions which he felt he must make owing to the situation caused by the Conservative to the Emperor's canal plans could not be fulfilled.

However, four years later he accepted this appointment on the death of Fischer von Hammerstein. He soon attracted attention by the distinctly Liberal policy he adopted towards legislation, notably by a speech wherein, while condemning certain aspects of the morality of Berlin, he warmly defended the necessity of providing recreation for workmen after hours of labour.

He devoted his attention to improving the lot of the artisan class, whereas most social legislation had hitherto been applied to the working proletariat. In 1907 he succeeded Count Possadowsky at the Imperial Home Office, where he distinguished himself by drawing up the Imperial Insurance Law and the law controlling the right of assembly, both of which were passed by the Reichstag.

The new Chancellor enjoys the confidence of all the bourgeois parties in the Reichstag, the only opposition to the appointment having come from the extreme wing of the Conservatives.

Prince Bulow recently said of him: "He is a very able man, and has a most profound nature."

Dr. von Bethmann-Hollweg visited England some years ago when Governor of Brandenburg for the Commission for the Study of Communal Institutions, a subject on which he was well posted. He was of invaluable assistance to Mr. Lloyd George when the British Minister visited Berlin last year in connection with State insurance schemes. He gave a lunch in his honour, and placed the whole of the State machinery at his disposal.

The new Chancellor has a good knowledge of English, and although of a retiring nature, is generally popular with the Diplomatic Corps in Berlin.

How to be beautiful—Keep your complexion, Mrs. Ellen's Crème Chamois, Laft Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

CHARGES AGAINST SHIP'S OFFICERS.

MARINE COURT OF INQUIRY.

MATE'S CERTIFICATE SUSPENDED FOR TWO YEARS.

A Marine Court to inquire into charges of misconduct on the part of the master and mate of the British steamer *Shiu On* assembled at the Harbour Office yesterday. Lieut. Beckwith, R.N., Acting Harbour-Master, presided, and the Court was composed of Lieut. Henry Butterworth, R.N., of the *Tamer*; Capt. P. H. Rolfe, Master of the British steamer *Yuen Sang*; Capt. A. R. W. Hodgins, Master of the British steamer *Haiyang*; and Capt. C. V. Lloyd, Master of the British steamer *Fatshan*.

At the outset the President read the notes of evidence taken by the Marine Magistrate when the hearing of a charge preferred by Alexander Seaton, the master of the steamer, against William James O'Hanlon, the mate, of disorderly conduct came before the Court. On the strength of this the Harbour-Master applied to the Governor for a Court of Inquiry, and His Excellency's warrant for holding the Court was afterwards read.

Mr. Shenton, from the office of Messrs. Deacon, Looker and Deacon, appeared for the master, the mate not being legally represented. In reply to Mr. Shenton, the President indicated that they would proceed with the charges against the mate first.

Mr. Shenton stated that the charges preferred against the mate were disregarding and refusing to obey the lawful orders of the master, drunkenness while on duty, and conduct prejudicial to good order and discipline on board. At present they were only dealing with the charges of gross misconduct and drunkenness.

Alexander Nelson Seaton, the master of the *Shiu On*, then went into the witness-box. He stated that he had been thirty-two years at sea, and not once during that period had there been any question as to his conduct. The crew of the *Shiu On* numbered 50, there being three European officers, the captain, the mate and the chief engineer. On the night of July 19th when on the voyage from Hongkong to Hongkong there were about 250 passengers on board. They stopped at Wongmoon for the customs examination and left again shortly after five o'clock.

What in your opinion was Hanlon's condition up to that time?—He looked as if he had been drinking.

The President—Was he flushed?—Yes.

What was peculiar about him?—He was very sarcastic.

Very sarcastic?—In other words he snubbed me.

You did not think he was incapable then?—I did not. I was in my room about an hour when we overtook the *Shiu Lee* and I stood in my doorway to see how we would get on.

The President—How got on?—To see that there was no racing neck and neck.

What happened?—The pilot slowed down, according to my orders, and let the *Shiu Lee* get ahead. Mr. Hanlon commenced to make sarcastic remarks about the pilot slowing down. Some time later when I came on deck the chief officer used very abusive language towards me.

What did he say?—He used all the language in the sailor's vocabulary.

In your opinion what was his condition then?—He was drunk. No man in his senses would use such language to his chief officer.

What was your opinion about his being able to carry on the ship?—I ordered him off the bridge because I did not think he was in a fit condition to take charge.

What did he say then?—He said he would see me in — first. He would not go to his room, but remained on deck and abused me.

About this time did you say anything to the pilot anchoring at Wongmoon?—Yes, I gave him orders to anchor there and wait for the upcoming steamer.

Was the mate present?—He was.

What did he say?—He still abused me. He followed me from one side to the other.

This continued until you got to Wongmoon?—Yes.

What happened at Wongmoon?—He told the pilot not to anchor, and made sneering remarks about me.

Did you again order the mate to his room?—I ordered him half a dozen times.

How long did you remain on the bridge after you anchored?—I turned in then.

Witness added that the mate followed him to his room and continued to abuse him, saying that he would "do" for him. The mate went in and out from his cabin to the bridge until two o'clock. Then he remained in his cabin till seven in the morning. They left Wongmoon at 5.30 a.m. At seven o'clock the mate came out and commenced abusing witness, who was on the bridge then.

Did this continued abuse impede you in your duty as master?—It did not impede me in my duty on the ship.

But it annoyed you?—Yes.

What was the condition of this man at 7 a.m.?—He had sobered up.

What happened when you reached Hongkong?—He went ashore immediately the ship was made fast.

The President—Is it customary for the chief officer to ask your leave before he goes?—No.

In reply to Mr. Shenton, witness said that when his duties were done the mate could go ashore. The mate came back about noon "under the influence."

What made you think so?—His actions. He was creating a disturbance on the wharf.

Examination continued—He came on board and used abusive language to the assistant manager and the commodore. Hanlon became so threatening after that witness came to the Harbour Office for protection. He was advised to get rid of the mate, to discharge him.

Ultimately the mate was removed from the ship by the Water Police.

The President—Who gave the order?—I believe you did, sir.

The President—Well, I want you to tell me. Examination continued—He was very excited when the Water Police took him away. It was possible to have drinks brought up to the bridge when on duty there by calling the boy.

By the Court—The steward runs the bar, but that was for the passengers. The officers could have as many drinks as they wished. He had power to stop it, but he did not do so because the mate seemed all right when they left. He had never been abused before.

Capt. Rolfe—Is it usual for the officer of the watch to have drinks on the bridge when on watch?—Not when on watch.

Capt. Lloyd—What steps did you take with regard to stopping the chief officer's liquor after you saw his condition at Wongmoon?—I told the boy to let him have no more.

The President—Is this officer signed off?—Yes.

Capt. Hodgins—Was this the first complaint against this officer?—No, sir.

The President—How long has he been with you?—From 16th June to 20th July.

The President—How long do you keep your chief officers?—Year in and year out if they behave themselves.

How long did the last one stay?—Three weeks.

And the previous one?—Two weeks.

How is that "year in and year out"?—The one before stayed six months.

Where did you get this man?—In the Sailors' Home.

Cross-examined by the Chief Officer—He did not read the official log to him on board the ship because he was too abusive.

Does that mean you thought he would hit you?—Yes.

Witness did not enter it in the log at the time because he thought Hanlon would be all right again, and he did not wish to get the man into trouble.

Could you write your name on July 18th and 19th?—I don't understand the question.

The President—Answer yes or no?—Yes.

The Mate—You say you were on the bridge when the *Shiu Lee* passed?—Yes, I did not give any orders then to slow down as I had previously given instructions to the pilot.

Did you see the typhoon signals up on leaving Hongkong?—I did.

Leaving Hongkong on the 18th, why was the ship kept waiting half an hour for you?—I told them the time I would sail.

The President—Did she wait thirty minutes?—She did not; she sailed at the appointed time.

The Mate—Did nobody go up to your house to call you during the afternoon?—Yes, but I could not understand why. I was out then.

What state were you in when you came down on Sunday evening about six p.m.?—The same as I am now—in my ordinary condition.

Had the ship left Hongkong several times without your being on the bridge?

The President—That has nothing to do with this case.

John Barr, engineer on the *Shiu On*, said that the mate was on the bridge from 8.30 till they reached Wongmoon. He thought Hanlon was under the influence of drink, but was not incapable. On the voyage from Wongmoon to Hongkong the Captain was sober and gave no provocation to the man to abuse him.

Capt. Lloyd—Did you hear the mate criticising the action of the master during the time they were at anchor?—No.

The President—Has there been any friction between the master and the mate before this?—No.

Was there any delay in sailing on the 18th July?—No.

Did you see the master when he arrived on board that night?—Yes.

Was he sober?—Yes.

Anybody can get drinks on board?—Yes.

Officers and passengers can get liquor at any hour by sending down for it?—Yes.

You say the chief officer was under the influence of liquor when you were at anchor at Wongmoon?—Yes.

Would you say he was quite safe to go on the bridge?—Yes.

He was just a bit cheerful, eh?—Yes.

You would have perfect confidence in turning in when the chief officer was in this state?—Yes. He was not sufficiently under the influence of liquor to be untrustworthy.

I take it these boats are largely navigated by the pilot?—What do you mean?

You have a pilot on board?—Yes.

And he takes charge during the intricate navigation?—I don't know.

There is a difference between a man taking nominal charge and complete charge?—Would you say the chief officer was capable of handling any ship from the bridge point of view?—Yes.

The Secretary of the *Shiu On* Company spoke to the Hanlon creating a disturbance on the steamer at the wharf on July 2nd, and to calling witness a coolie.

The pilot on the *Shiu On* said he saw the mate on the bridge on the occasion stated. He was "away from his hands and legs," by which witness meant that the mate was under the influence of liquor. Witness also spoke as to the master and the mate having a quarrel, the captain told witness to anchor at Wongmoon and the mate told him to go straight on to Hongkong. Witness said he saw the mate threaten the captain, and heard him speak loudly to the captain. As far as witness knew the master was sober all the voyage.

The quartermaster also testified to seeing a quarrel between the master and the mate after leaving Hongkong. He also declared that the captain was sober during the voyage.

Another Chinese member of the crew said the mate was insolent to the Captain and followed him about the ship. In his opinion the mate was drunk on that occasion and the captain was sober throughout the voyage.

The mate then gave evidence on his own behalf. He said the *Shiu On* left Hongkong at twenty minutes to six, and the Captain did not come on deck again until they were anchored at Wongmoon.

The President—Have you any reason to suggest why he was not on deck?—He was under the influence of liquor.

Have you got any witnesses to that effect?—No.

You have no one?—No.

No one to substantiate it?—No.

The President—Do you consider it is any use making a statement you cannot substantiate? I should advise you to withdraw it. There is no object in making a statement you cannot substantiate.

The statement made by witness before the Marine Magistrate was read.

The President—Have you anything further to say?—Not much except that I swear that we waited half an hour for the captain that night.

Anything else?—The mate went straight to his cabin. At two o'clock I found him in the messroom.

There was no reason why he shouldn't be there?—It was his watch.

Was the ship under weigh?—Yes.

The captain was then recalled. He said that after coming on board on the 18th July, the commodore came to him and complained that the chief officer had thrown two baskets of passengers' luggage overboard while the ship was at the wharf. The articles were recovered. He asked the mate what he meant by it.

The ship's commodore deposed to the mate throwing overboard some passengers' luggage while the *Shiu On* was at the wharf on July 18th. He did not report it to the captain.

The engineer, recalled, said he did not see the mate throwing luggage overboard. Cross-examined. He heard it spoken about on board.

The Court was cleared and considered in camera its finding, which was afterwards read in open Court as follows:—

We find the charges made by the master, Alexander Nelson Seaton against William James O'Hanlon, first mate, proved—that you were drunk on duty during the 18th and 19th July, and that during that time you were conduct was prejudicial to good order and discipline and mutinous. Further that the charges made by you against the master were unsubstantiated and therefore vexatious. This Court therefore orders your certificate to be suspended for two years. Given under our hands, Victoria, Hongkong, this tenth day of August, 1909, Charles W. Beckwith, Lieut. R.N., President of the Marine Magistrate's Court; Henry Butterworth, Lieutenant R.N.; Chas. V. Lloyd, master s.s. *Fatshan*; Percy H. Rolfe, Younger Brother of Trinity House.

ABDICATION OF THE SHAH.

The London Daily Telegraph thus refers to the abdication of the Shah and the general position in Persia:

The climax of the Persian revolution has arrived with a steadiness and on the whole with an absence of bloodshed that augurs well for the stability of the new régime. The present position is simply that the Shah has abandoned his wholly untenable defence at Sultanabad, and has thrown himself upon the protection of the Russians in their summer Legation at Zargendeh, about eight miles north of Teheran.

The step taken by the Shah, which practically amounted to abdication, has been followed by the natural consequence. The Heir-Apparent, Sultan Ahmed Mirza, has been proclaimed Shah, and Asad-ul-Mulk has been appointed Regent, while the Sipahdar becomes Governor of Teheran.

Apparently no difficulty was found in deciding the future of the Cossack brigade. Still under the command of Colonel Likhoff, who will not act on the instructions of the Minister of War, they will devote themselves to policing the capital and preventing looting on the part of the armed hooligans and disbanded troops.

The situation has no difficulty for ourselves. Throughout the past revolution the Russians have acted in entire accordance with their repeated assurances, and with the terms of the Anglo-Russian Convention. No interference of any kind has at any time been contemplated by them except in the now happily remote contingency of an attack upon the European capital. So far from being an advantage, it is undoubtedly a matter of considerable inconvenience to them that this juncture in the affairs of Persia is also the wisest, and we understand that the British Foreign Office have remarked the almost unanimous note of warning they sounded against any Persian adventuring at the present moment. A rare instance of all European Powers alike—a rare conjuncture in Asiatic politics.

It is a remarkable fact that the figures were practically stationary until the Radical Socialists were actually in power, or until it became certain that they would assume office.

In the last three years given above the total increase in incomes from abroad has been no less than £17,214,134.

MORE BRITISH MONEY GOING ABROAD.

FAST INCREASE IN THE LAST THREE YEARS.

According to an answer given by Mr. Lloyd George in the House of Commons to a question by Sir Edward Sassoon, the gross income from investments abroad assessed for Income-tax in 1907-8 amounted to £283,276,243.

The rapid rate at which income from foreign investments has increased may be seen in the following table:—

1903-4	£65,865,506
1904-5	66,062,109
1905-6	73,692,655
1906-7	79,560,116
1907-8	83,276,243

It is a remarkable fact that the figures were practically stationary until the Radical Socialists were actually in power, or until it became certain that they would assume office.

In the last three years given above the total increase in incomes from abroad has been no less than £17,214,134.

LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Sambha* left Shanghai on the 7th instant p.m., and may be expected here to-day a.m.

The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 10th inst., and is due here on the 16th instant a.m.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.S.S. "BENGLOBE"
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th August, 1909. 1043

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship "ISCHIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 16th inst., or they will not be recognized.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3.30 a.m.

No Fire Insurance has been effected. CARLOWITZ & Co., Agents.

Hongkong, 6th August, 1909. 1044

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship "KARONGA,"

Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and stored at Consignees risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 16th inst., at 3 p.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. SHEWAN, TOMES & Co., Agents.

Hongkong, 9th August, 1909. 1058

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1805

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INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorised Capital £26,000,000
Subscribed Capital 3,275,000
Paid-up Capital 1,212,500 0 0
II. Fire Funds 3,234,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 21st July, 1909. 1908

NOTICE.

WE, THE UNDERSIGNED, Trustees for the Creditors of TSO KIT KEE

appointed by Deed Dated the 27th day of February, 1909, Heroby Give Notice, that having on the 27th day of April last paid to the Creditors a first dividend of 50 per cent. in respect of the Debts due to them respectively, we have now declared and are prepared to pay a Second and Final Dividend of 18 per cent. on the 15th day of August, 1909. We therefore request that each of the Creditors on that day send us, at the Comptroller Department of Messrs. W. G. HUMPHREYS & Co., 16A, Queen's Road Central, Hongkong, an account of the Debt due to such Creditors by TSO KIT KEE, together with any promissory note or such proof or other Securities held in respect thereof.

NG KWOK HING, CHAN FAI YU.
Hongkong, 9th August, 1909. 1057

When you are over-heated, thirsty and tired, drink

Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—
Unsweetened, i.e., Plain Lime Juice.
Sweetened, i.e., Lime Juice Cordial.

Agents—A. C. Watson & Co., Ltd., Hong Kong.

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COMPANY REPORT

HONGKONG AND SHANGHAI BANKING CORPORATION.

The eighty-eighth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 21st inst., is as follows:—

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the bank, and Balance Sheet for the half-year ending 30th June, 1909.

The net profits for that period, including \$2,006,234.08, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$5,493,446.41.

The Directors recommend the transfer of \$750,000 from the profit and loss account to credit of the silver reserve fund, which fund will then stand at \$15,250,000.

For making this transfer and deducting remuneration to directors there remains for appropriation \$4,723,446.41, out of which the directors recommend the payment of a dividend of two pence sterling per share, viz.: £241,000, which at 1/9-1/8, the rate of the day, will absorb \$2,726,627.22.

The balance, £2,001,819.19, to be carried to new profit and loss account.

Dr. and A. G. Gieson, Chairman.

Hongkong, 10th August, 1909.

LIABILITIES.

Paid-up capital £15,000,000.00
Sterling reserve fund £1,500,000.00
@ ex. 2/100 15,000,000.00
Silver reserve fund 14,500,000.00
Marine insurance account 250,000.00
Notes in circulation—

(Authorised issue against securities and coin deposited with the Crown Agents for the Colonies and their trustees, £15,000,000.00)

Current accounts—

Silver 895,414,652.37
Gold 24,992,726.18
Is. 5d. 56,730,866.07

Fixed deposits:—

Silver 62,034,168.86
Gold 4,661,536.12s. 1d. 52,964,800.97

Bills payable (including drafts on London bankers, call loans and short sight drawings on London office against bills receivable and bullion shipments)

Profit and loss account 5,493,446.41
Liability on bills of exchange re-discounted, £4,972,346 3s. 10d., of which £3,671,148 14s. 5d. have since run off.

ASSETS.

Cash £55,260,909.72
Coin lodged with the Hongkong Government against authorised and or excess note circulation 13,000,000.00

Bullion in hand and in transit 4,318,603.80
Indian government rupee paper 2,099,088.72
Consols colonial and other securities 10,213,250.76

Investing reserve fund investments, viz.:—

£1,208,000 23 per cent. consols at 82 990,560 (of which £250,000 lodged with the Bank of England as Special London Reserve.)

£235,000 23 per cent. national war loan at 90 229,500

£325,000 other sterling securities, written down to 279,940

£1,500,000 at ex. 2/100 15,000,000.00

Bills discounted, loans and credits 13,046,509.47

Bills receivable 130,763,412.03

Bank premises 1,999,562.65

GENERAL PROFIT AND LOSS ACCOUNT.

Dr.

To amounts written off:—

Remuneration to Directors £15,000.00

To dividend account:—

£2 per share on 120,000 shares = £240,000 at 1/9 = 2,726,627.22

To transfer to silver reserve fund 750,000.00

To balance forward to next half-year 2,001,819.19

Cr.

By balance of undivided profits, 31st December, 1908 \$2,006,234.08

By amount of net profits for the six months ending 30th June, 1909, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due, 3,487,212.33

\$5,493,446.41

\$5,493,446.41

STERLING RESERVE FUND.

To balance £1,500,000 @ ex. 2/100 \$15,000,000.00

(Invested in sterling securities) \$15,000,000.00

By balance 31st December, 1908 \$1,500,000.00

\$1,500,000.00

\$15,000,000.00

\$15,000,000.00

\$15,000,000.00

\$15,000,000.00

\$15,000,000.00

SILVER RESERVE FUND.

To balance \$15,250,000.00

By balance 31st December, 1908 \$14,500,000.00

By transfers from Profit and Loss account 750,000.00

\$15,250,000.00

PRESIDENT TAFT ON THE VICTORY FOR THE PHILIPPINES.

The Correspondent of the *Cablenews-American* was accorded an interview with President Taft soon after he signed the tariff bills just passed by Congress. The President was in high spirits and expressed the greatest gratification over the outcome of the long struggle of the tariff. While not getting at that he had hoped for in the beginning, President Taft said he was very thankful for what had been achieved. "My greatest gratification," said the President, "is over the victory obtained for the Philippines. The passage of the concessions in favour of the islands represents the fruit of a decade of struggle. I am confident that the passage of the bill will greatly increase the trade between the two countries and give the Philippines a lasting and beneficial prosperity. It will be the strongest evidence possible of the sincerity of the intentions of the United States."

The Governor-General of the Philippines has announced that the Commission would take immediate action in the redistribution of the receipts from internal revenue sources owing to the fact that the free importation of goods from the United States would lessen the customs income upon which the government depended to a great extent for its revenue.

At the present time 40 per cent. of the income from internal revenue sources is set aside by the insular government for provinces and municipalities, but as the falling off of the customs revenue will lessen the total income of the insular treasury and not affect the provinces and municipalities, the provision has been inserted in the Payne bill that all receipts from these sources shall be paid directly into the insular treasury, leaving it to the legislature to make the distributions it may deem best to the provinces and municipalities, and leaving it in the hands of the Commission to make this distribution for the present, till the convening of the legislature in subsequent session.

In reply to enquiries, Acting Governor-General Forbes explained that the total income from internal revenue sources would be eventually increased by about two and a half millions, in other words, from the £7,500,000 now collected to £10,000,000. The increase in revenue will make it possible to give the municipalities and provinces 30 per cent. of the total and yet give them as much money as they formerly received.

Mr. Forbes also pointed out that another appreciable source of revenue would be the reversion to the insular treasury of the internal revenue taxes collected in the United States on Philippine tobacco imported under the Payne bill. This reversion would amount to \$900,000 by the time the limit of importation of 150,000,000 cigars was reached.

The Acting Governor-General cabled to the bureau of insular affairs yesterday to find out the exact time the bill will go into effect. It is understood that both bills will be operative sixty days after passage.

The *Cablenews* (Manila) concludes a leading article on the new prospect for the Philippines with the following paragraph:—

There are many obstacles in the way of prosperity that are entirely indigenous to the country. There is the scarcity of farm cattle; the need of irrigation in many sections; impassable roads that divide the agriculturist and his market; the insect pests that ravage crops in divers localities and numerous other minor impediments. None of these is of a vital or permanent nature. They can all be overcome in time. But there remains the really vital defect in our system: that is the aversion of the Filipino to work. The absence of that abundant labour that struck terror to the breast of the jugglers in Congress is our greatest weakness. There is no likelihood that the islands will be given access to any foreign labour market for many years to come. They can, therefore, only make the best use of the meagre store they have within themselves. Since this is true no stone should be left unturned to stop the exploitation of Filipino agriculturists by the sugar planters of Hawaii.

These men can raise sugar for the Philippines as well and with as much real profit to themselves in the end as for the Hawaiian planters. In some way or other the exportation labour must be stopped, and the islands will be deprived of the fruit of their victory in Congress.

MOTOR SERVICE ACROSS THE GOBI DESERT.

MODERN CHINESE ENTERPRISE.

Echoes are heard from time to time of the activity of Russia in settling thousands of her picked agriculturists and workers along the southern border of Siberia and Manchuria, in order to offset the heavy influx of Chinese to Russian territory. But of Chinese movements along the same line of frontier little or nothing is heard, in spite of the fact that all the time a policy of preparation is being pursued for that future crisis which many competent observers believe will one day result in another war in the Far East.

Both by peaceful enterprises and warlike preparations the entire stretch of the northern fringe of the Empire is being developed from a scantily-peopled chain of wilds into one organized life of life. No noise is made about it. The secrecy that Oriental administrators love is still possible in this "back of beyond."

Since 1907, Chinese camps with forty thousand troops have been established in Western Mongolia. They are there with a twofold purpose—to absorb foodstuffs that would otherwise go to the Russians, and to overawe the independent Mongol princes, who have lately been drifting nearer to allegiance with the Russians, because Russia professes more sympathy with their desire to maintain their independence than do the authorities in Peking.

These Chinese regulars are in excellent warlike order. Since the days of the Boxer outbreak wonders have been wrought with the Chinese raw material by Japanese military instructors. Moreover, they carry modern rifles, and considering all things, are admirably equipped.

Travelers and traders who have been in the region of Urumchi and the neighbourhood of the old frontier posts of Baku-to-choi and Kulja recently declare that the forces all along the line have been strengthened, and if the time should come for a test of strength the readiness of China will be a revelation to the world.

All along the northern belt of territory that divides Russian possessions from the Gobi desert there is continual settlement for behind and around the new military camps there are swarms of settlers of the trading and labouring class sent northward under Imperial edict by the

For your own comfort in Tropical Countries use

CALVERT'S Carbolic Soaps.

Sold by Local Chemists and Grocers. Made by F. C. Calvert & Co., Manchester, England.

Guarded against Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need? Each suits the climate.

By Appointment to His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

SHIPPING.

ARRIVALS.

ANTILCHUS, British str., 5796, G. D. Keag, 10th August—Tacoma via Japan 15th July, General—Butterfield & Swire.
 BULOW, German str., 5225, F. Prosch, 10th August—Bremen 30th June, Mails and General—Molochers & Co.
 HAMON, British str., 655, J. W. Evans, 10th August—Suez 6th August, General—Donglas, Lapraik & Co.
 JASON, British str., 4800, T. G. Steever, 10th August—Japan 27th July and Poochow 8th August, General—Butterfield & Swire.
 KURICHOW, British str., 10th Aug.—Canton.
 MANDASAN MARU, Jap. str., 4444, Shimada, 10th August—Mitsui 4th August, Coal—Mitsui Bussan Kaisha.
 PAOTING, British str., 1027, D. M. Scott, 10th August—Wohaiwei 6th August, Salt—Butterfield & Swire.
 PRINZ LUDWIG, German str., 5703, F. v. Binzer, 10th August—Yokohama 31st July, General—Molochers & Co.
 RAINBOW, U.S.A. man-of-war, 6157, Green-lawn, 10th August—Shanghai 5th August.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

10th August.
 Bremen, German str., for Batavia.
 Kurichow, Norwegian str., for Hoihow.
 Prinz Ludwig, German str., for Europe, &c.
 Rapsari, German str., for Hoihow.
 Siquen, British str., for Hoihow.

DEPARTURES.

10th August.
 ARRATON ACAR, British str., for Shanghai.
 CHITANG, British str., for Shanghai.
 HAITANG, British str., for Poochow.
 HANGCHOW, British str., for Chinkiang.
 HANGSANG, British str., for Swatow.
 NORD, Norwegian str., for Samarang.
 SUSANG, British str., for Chingwangtao.
 SUNGIANG, British str., for Cebu.

SHIPPING REPORTS.

The British str. *Paoting* reports: Fresh S.W. monsoon and high S.W. swell from T'ing Tung to Port.
 The British str. *Haimun* reports: Fresh S.W. breeze and moderate sea, weather fine and squally.

VESSELS IN DOCK.

August 10th.
 ABERDEEN DOCK—*Coblenz*.
 KOWLOON DOCK—*Vorwarts*, *Butan*, *Chunyang*, *Persia*, *Sorogon*, *Dos Hermanos*, *Telmachus*, *C. Diederichsen*.
 COSMOPOLITAN DOCK—*Magallanes*.
 TAIKOO DOCK—*Fochue*, *Kaga Maru*.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies).
 STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA."
 Captain Belito, will be despatched as above TO-MORROW, the 12th inst., at NOON.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co., Agents.
 Hongkong, 11th August, 1909. [4]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE."
 Captain Ingram, will be despatched as above on or about the 25th inst.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery and electric fans in staterooms. A Doctor and Stewardess are carried. Fare to London, £35.
 For Further Particulars, apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1032]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND LEITH.

THE Steamship

"CARMARTHENSHIRE."
 Captain Ingram, will be despatched as above on or about the 25th inst.
 For Freight apply to
 JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 2nd August, 1909. [1031]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the Brazils and Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

THE Company's Steamship

"SILESIA."
 Captain Radonich, will be despatched as above on or about the 25th inst.
 This steamer has special accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight, apply to
 SANDER, WIELER & Co., Agents.
 Hongkong, 30th July, 1909. [3]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blaka Pier. 3. From Blaka Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 11th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	CALEDONIA	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	—	Daniel	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	To-morrow.
ANTWERP, ROTTERDAM & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Neumann	HAMBURG-AMERICA LINE	About mid. of Sept.
HAVRE, BREMEN & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Block	HAMBURG-AMERICA LINE	On 1st Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Middle of Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th inst., at 1 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 25th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 1st Sept., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	End of Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 25th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 30th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-day, at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 25th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 21st inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 10th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th inst., at 6 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th Sept., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 13th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 19th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 3rd Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 1st Oct., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 13th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 20th inst., at 5 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 27th inst., at 5 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 1st Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-day, at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-day, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 15th inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	About 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 22nd inst., at D'light
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	End of Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst., at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 15th inst., at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Today, at 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 18th inst., at 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th inst., at 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at 9 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-day, at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 19th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 17th inst., at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 20th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 31st inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Beginning of August.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	To-morrow, at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 31st inst., at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 14th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	Quick despatch.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE."
 will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
 For Freight and Passage, apply to
 ARNOLD, KARBURG & Co., Agents.
 Hongkong, 24th July, 1909. [915]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CALEDONIA."
 Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 21st August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for Franco and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA" due in London on the 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT, Superintendent.
 Hongkong, 9th August, 1909. [1]

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI."
 Captain W. Gray Williams, will be despatched as above on the 21st August, 1909.
 For Freight or Passage apply to
 JARDINE, MATHESON & Co., Agents.
 Hongkong, 15th July, 1909. [966]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM."
 Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon. This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage apply to
 GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 6th August, 1909. [1050]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "LENNOX" ... About 10th Sept.

For Freight and further information, apply to
 DODWELL & Co., Ltd., Agents.

Hongkong, 2nd August, 1909. [1008]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"BUELOW"	Wed., 11th Aug., at 10 A.M.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG"	Wed., 11th Aug., at Noon.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON, HAFEN, SAMARAI AND SYDNEY	"COBLENZ"	Friday, 13th Aug., at D'light
KUDAT & SANDAKAN	"BORNEO"	Beginning of August

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th August, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
AYMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.
OCEANO	4,637	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.

* These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 11th August, 1909. [8]

MESSAGERIES MARITIMES

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. 1st. 1st.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS.

FOR SALE.

REMINGTON TYPEWRITER, with TABULATOR AFFIXED, in Good Condition.

Apply to—“REMINGTON” Office, Hongkong, 11th August, 1909. [1069]

NOTICE.

CHINESE INTERPRETER Required at the MAGISTRATE'S COURT, Sandakan, British North Borneo. Qualifications are a Knowledge of the Hokien, Tiochiow, Hakka and Cantonese dialects—a Knowledge of the Reading and Writing of the Chinese Characters is desirable. English essential.

Salary—\$90 per month Singapore Currency with an allowance of \$10 per month in lieu of quarters.

Applications to—

GIBB, LIVINGSTON & Co., Agents, British North Borneo Govt. Hongkong, 11th August, 1909. [1061]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship

“BUELOW,” Captain F. Prosser, will leave for the above places TO-DAY, the 11th inst., at 10 A.M. For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 11th August, 1909. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

“NIPPON,” Capt. Tarabochia, will leave for the above places on WEDNESDAY, the 18th inst., at 10 A.M. This steamer has special accommodation for passengers, electric light, carries a doctor and stewards.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Princes' Building. Hongkong, 11th August, 1909. [3]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

“BUELOW,” having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

All Claims must reach us before the 21st inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 15th August, 1909. [5]

NOTICE.

DURING the Temporary Absence of M. B. FUHRMANN from the Colony, Mr. HAKON SCHLUTER is authorized to Sign our Firm Per Procuration.

REUTER, BROCKELMANN & Co. Hongkong, 10th August, 1909. [1069]

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to put down for Subscription Grillas for the next RACE MEETING are requested to send their Names in to the Undersigned, from whom all particulars regarding Price and conditions pertaining to selection and passing may be obtained.

T. F. HOUGH, Clerk of the Course. Hongkong, 28th July, 1909. [1014]

IN THE MATTER OF THE GOODS OF HARRY WILLIAM MINE, DECEASED.

ALL CLAIMS against the Estate of the late HARRY WILLIAM MINE, who died at Hongkong on the 29th day of July, 1909, should be sent in to the Undersigned before the 1st day of September, 1909.

YANKELOT GILES, Administrator. Canton, 3rd August, 1909. [1042]

PUBLIC COMPANIES.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 9th August, to SATURDAY, the 21st August, 1909 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 31st July, 1909. [1028]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, at 12 o'clock, Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary. Hongkong, 27th July, 1909. [1015]

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 19th August, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam-Launch

“SWALLOW,” Length over all 78 feet, Breadth 14 feet 4 inches, Molded Depth 8 feet; Capacity—Gross Tonnage 66.53, Net Tonnage 35.96, Compound Surface Condensing Engines 92 by 18, Working Pressure 125 lbs., 8 years old.

Licensed to carry:—Within the Harbour Limits—120 passengers. Within the Local Trade Limits—81 passengers. Outside the Local Trade Limits—24 passengers.

Terms—As Usual. HUGHES & HOUGH, Auctioneers. Hongkong, 5th August, 1909. [1044]

WANTED.

A YOUNG LADY ASSISTANT (British) for the Music Department of a Store.

Apply by letter to—“MUSU,” Care of “Daily Press” Office. Hongkong, 9th August, 1909. [1055]

COAL.

BUNKER COAL can now be Supplied, from the Deep Coals of SARAWAK GOVERNMENT MINES, at Labuan and Brookeborough, at Reduced Rates. Large stock always on hand. Apply—SARAWAK GOVERNMENT AGENCY, Labuan. Telegrams: May, Labuan. [939]

SUTTON'S SEEDS.

Special Selected Collections for this Climate. VEGETABLES and FLOWERS IN AIR-TIGHT CASES. To be obtained from

CHINA EXPRESS CO., 3, Duddell Street. [50]

DAVID CORSE & SON'S MERCHANT NAVY BOILED LONG FLAX RELIANCE CROWN TARPULING ARNHOLD, KARBURG & Co. Sole Agents. 1674.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [585]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [629]

A TACK & CO.

FURNITURE & PHOTO GOODS STORE. 26, DES VŒUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c. Cameras fitted with “Zeiss,” “Goraz,” “Ross” & “ALDIS” Lenses.

DEVELOPING and PRINTING A SPECIALITY. Hongkong, 24th April, 1909. [37]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June, 1908. With INDEX. Price \$7.50. On sale at the “HONGKONG DAILY PRESS” Office. Hongkong, 9th August, 1909.

ENTERTAINMENT.

THEATRE ROYAL.

CITY HALL.

4 NIGHTS ONLY 4

COMMENCING TO-MORROW (THURSDAY), AUGUST 12th.

MAURICE E. BANDMANN PRESENTS

THE MERRY LITTLE MAIDS COMIC OPERA CO.

Thurs. Aug. 12th. The Enormously Successful Comic Opera A WALTZ DREAM.

Fri. Aug. 13th. For the First Time in Hongkong The Great Gaiety Theatre Success HAVANA.

Satur. Aug. 14th. The Hit of the Century. The World's Record Breaker. THE MERRY WIDOW.

Mon. Aug. 16th. Gilbert and Sullivan's Masterpiece THE MIKADO. From the Savoy Theatre, London.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at—S. MOUTRIE & Co., Ltd. Doors Open at 8.30. Commence at 9 P.M. Hongkong, 2nd August, 1909. [1030]

TO LET.

TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissman Ltd., for Tiffin Rooms. Apply to—YEE SANG FAT & Co., Opposite General Post Office. Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, ORMSBY TERRACE. No. 5, BARROW TERRACE. Cheap Rental. Apply to—SPANISH PROCURATION. Hongkong, 31st July, 1909. [1026]

TO LET.

ONE LARGE OFFICE ROOM, No. 1, Prince's Building, 11 Floor. ONE SPACIOUS GODOWN, No. 125, Wanchai Road. Apply to—REUTER, BROCKELMANN & Co. Hongkong, 1st July, 1909. [911]

TO LET.

KING'S BUILDINGS. OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1909. [818]

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. “ERANER BUNGALOW,” Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Vœux Road. Hongkong, 3rd March, 1909. [399]

TO LET.

NO. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Out-house, Commanding a Fine View of the Harbour. Apply to—F. X. D'ALMADA & CASTRO, 33, Queen's Road Central. Hongkong, 7th July, 1909. [936]

TO LET.

NO. 3, LYEMOON VILLAS, Kowloon. A Five-Roomed House, with Tennis Court Thoroughly repaired. Rent Moderate. Apply to—X. Y. Z., Care of “Daily Press” Office. Hongkong, 7th July, 1909. [937]

TO LET.

FIRST FLOOR, No. 6, ICE HOUSE ROAD, NINE ROOMS, Electric Fittings, suitable for Offices or Dwellings. Also, GODOWN, No. 9, Duddell Street. Apply to—A. B. AVASTIA, 1, Duddell Street. Hongkong, 1st July, 1909. [912]

TO LET.

GROUND FLOOR, No. 75, WYNDHAM STREET. Electric Fittings. Apply to—A. B. AVASTIA, 1, Duddell Street. Hongkong, 10th August, 1909. [941]

TO LET.

NO. 1, CANTON VILLAS, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th August, 1909. [1035]

TO LET.

NO. 25, WYNDHAM STREET, containing 6 ROOMS. Apply to—B. A. C. P. CARVALHO, 14, Arbutnot Road. Hongkong, 4th August, 1909. [1036]

TO LET.

STORAGE.

For COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 4,000 SQUARE FT. 999 YEARS LEASE. For Particulars, apply—GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906. [996]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1909. [98]

TO LET.

NO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. PREMISES now in occupation of Messrs. Gordon & Co., known as 21, Whitefield, Shanghai Road.

PREMISES at SHAMSHIN, CANTON, now in occupation of the Canton Kowloon Railway. NEW FIVE ROOMED HOUSES in Sholley Street.

The EXHIB. No. 13, Peak. Unfurnished from 1st June, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street. HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color-washed, exceptionally cheap rentals. FOR SALE.—For CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 23rd July, 1909. [100]

TO LET.

ONE DETACHED ROOM, with Separate Entrance and Verandah in Prince's Building, Second Floor. Apply to—WM. MEYERINK & Co. Hongkong, 2nd July, 1909. [920]

TO LET.

IN NO. 6, DES VŒUX ROAD CENTRAL, OFFICES and GODOWN. In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. No. 9, PEDDAR'S HILL, a Commodious Five-Roomed Dwelling House, with Servants Quarters, next to the Masonic Club. DAVID SASSOON & Co., Ltd. Hongkong, 7th August, 1909. [1054]

TO LET.

“STOWFORD,” 12, Bonham Road, and 5 STEWART TERRACE, the Peak. Apply—A. B. Care of “Daily Press” Office. [882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possession. Rent exceptionally moderate. Apply to—KAM FOOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDAR STREET. Apply—Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon. 1 ROOM on First Floor of “Hotel Mansions,” with use of Bath Room, suitable for Office or Living Room. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rental. KOWLOON MARINE LOT 48, Yennatui, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 25th June, 1909. [909]

TO LET.

NO. 2, OLD BAILEY. Immediate possession. Moderate Rental. Apply to—ARRATON V. APCAR & Co., 14, Des Vœux Road. Hongkong, 7th August, 1909. [1053]

TO LET.

A HOUSE in Wong Nei Cheong Road. A HOUSE in RYTON TERRACE. OFFICES to Let, No. 2, Connaught Road, 3rd Floor. No. 3, CLIFTON GARDENS, Conduit Road. No. 10, DES VŒUX ROAD CENTRAL, at Floor. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST. BLUE BUILDINGS and No. 16B, Des Vœux Road next to the Hongkong Hotel. FLATS in MORETON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st August, 1909. [97]

TO LET.

GODOWNS, Nos. 55, 56 and 57, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

BANKS.

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBHARDTSCHE (PREUSSISCHE STAATSBANK) Berlin.

DIRECTOR DR. DISCONTO-GESellschaft DEUTSCHE BANK S. BLEICHROEDER BERLINER HANDELS-GESellschaft BANK FÜR HANDEL UND INDUSTRIE ROBERT WASSCHAUER & Co. MENDELSSOHN & Co. M. A. VON ROTHSCHILD & SOHNE JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG. SAL. OPPENHEIM, JR. & Co., Koenig. BAYERISCHE HYPOTHEK UND WECHSELBANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTOR DR. DISCONTO-GESellschaft.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN, Manager. Hongkong, 4th December, 1907. [24]

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL ... £1,500,000 SUBSCRIBED ... £1,125,000 PAID-UP ... £562,000 RESERVE FUND ... £250,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 months ... 3 1/2 per cent. For 3 months ... 3 per cent. EVAN ORMISTON, Manager. Hongkong, 27th April, 1909. [23]

THE YOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP ... Yen 24,000,000 RESERVE FUND ... 15,500,000

HEAD OFFICE—YOKOHAMA. BRANCHES AND AGENCIES: Tokyo, Nagasaki, New York, San Francisco, Honolulu, Bombay, Shanghai, Hankow, Chefoo, Tientsin, Peking, Newchwang, Dally, Port Arthur, Amoy, Lianyung, Mukden, Tieling, Chiang Chun.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 per cent. per annum. For 6 months 3 1/2 per cent. For 3 months 3 per cent. “TAKEO TAKAMICHI,” Manager. Hongkong, 2nd July, 1909. [454]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... £1,200,000 RESERVE FUND ... £1,575,000 RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balance. On Fixed Deposits for 12 months 4 per cent. for 6 months 3 1/2 per cent. for 3 months 3 per cent. WM. DICKSON, Manager. Hongkong, 6th April, 1909. [121]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (43,750,000) RESERVE FUND FL. 6,125,745 (about \$479,407)

HEAD-OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli) Palembang, Kota Radja, (Achoen) Bandjermain: Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:—THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description. INTEREST ALLOWED. On Current Account 2 per annum on daily balances. On Fixed Deposits 12 months 4 1/2 per annum. do. 6 do. 4 do. do. 3 do. 3 1/2 do. J. L. VAN HOUTEN, Agent. Hongkong, 23rd July, 1909. [25]

BANKS.

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000) Subscribed Capital FL. 12,376,100 (£1,031,500) Reserve Fund FL. 2,754,539.09 (£229,529)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—12 months 4 1/2 per annum. 6 do. 4 do. 3 do. 3 1/2 do.

C. WOLDRINGH, Manager, No. 16, Des Vœux Road Central, Hongkong, 4th August, 1909. [26]

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed (paid up) ... Yen 5,000,000 Reserve Fund ... Yen 1,320,000

HEAD OFFICE: TAIPEH, FORMOSA. BRANCHES AND AGENCIES: Amoy, Anping, Keelung, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Yokohama, Tainan, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE: 3, DES VŒUX ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. D. TOHDOW, Manager. Hongkong, 11th March, 1909. [694]

INTERNATIONAL BANKING CORPORATION. CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222 RESERVE FUND ... Gold \$3,250,000 = about Mex. \$7,222,222

HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS

SUPREME COURT.

Tuesday, 10th August.

IN ORIGINAL JURISDICTION.

BEFORE THE FULL COURT.

HONGKONG MILLING COMPANY V. ARNHOLD, KARBERG & CO.

The action was resumed in which the Hongkong Milling Company, of which Mr. H. Percy Smith is liquidator, claimed \$100,000 from Arnhold, Karberg and Co. for damages, for alleged failure to supply an ice-making plant according to stated requirements. Sir Henry Berkeley, K.C., and Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for plaintiffs, defendants being represented by Mr. MacNeil, from Shanghai, and Mr. G. C. Alabaster, instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon.

Mr. Slade said it transpired from the document, copies of which were supplied on the previous day, that the letter Beyer, on the 25th June, 1908—that was two days after the trial—sent a report home to Mr. Borsig, the manufacturer of the machine, and Mr. Borsig had sent copies of this report to Messrs. Arnhold, Karberg and Co. The only claim for protection made in the affidavit was professional privilege.

Mr. MacNeil—That is not so, my Lords.

Mr. Slade said the right grounds for objection were either privileged communication or materials for evidence.

Mr. MacNeil—Materials for evidence is the ground we are objecting on.

Mr. Slade said the only possible ground on which this report could be privileged was that it was written for the purpose of this case. Their Lordships knew well that reports being made in the ordinary course of business were not privileged. This report was not made to Messrs. Arnhold, Karberg and Co., but was sent home to Mr. Borsig just at the time when this trouble arose.

The Chief Justice—You say it is in Arnhold, Karberg's possession because Mr. Borsig sent them a copy?

Mr. Slade—That is all. It contains materials on which I could cross-examine the defendants, but they object to produce it and have not even put it before your Lordships.

Mr. MacNeil—That is not fair. We promised your Lordships to produce all Borsig's correspondence.

The Chief Justice—We did not see the document.

Mr. Slade—This letter is as much part of Borsig's correspondence as any other part, and they refuse to produce it.

Mr. MacNeil said among the documents for which privilege was claimed were documents which were obtained in order to afford materials for evidence. Counsel quoted authorities in support of this contention and said it seemed to him perfectly clear that their Lordships must hold the document in question to be privileged inasmuch as the matter was to be placed in the hands of plaintiff's solicitor for the action.

Mr. Slade said this was not an accurate statement, as there was no threat of action at that time.

Mr. MacNeil said the statement was that his client should be held responsible. This report was not made to them, otherwise it should be disclosed. Mr. Beyer made the report to Mr. Borsig, and Messrs. Arnhold, Karberg and Company's Berlin house received the report from Mr. Borsig. There could not be the smallest doubt that the document was material for evidence and nothing else.

Mr. Slade did not know whether his friend's statement that the document was obtained by the Berlin house for the purpose of being submitted, was founded on instructions, but it was apparently entirely opposed to the wording of the letter of August 12th in which the report was first received. It was, he submitted, perfectly clear from that that it was voluntarily sent by Mr. Borsig to excuse himself from possible claims on the part of Arnhold, Karberg & Co. against him, and not for in any way assisting Arnhold, Karberg & Co. in the way of evidence.

The Chief Justice—He mentions difficulties with Beyer.

Mr. Slade—Because difficulties were raised with Beyer, that does not necessarily make everything privileged.

The Chief Justice—Here is a firm in Berlin which undertakes that their branch house in Hongkong is threatened with proceedings, and they send them a report from Borsig.

Mr. Slade—Arnhold, Karberg and Company in Berlin, and Arnhold, Karberg and Company in Hongkong are the same firm, and the report has been received by them. The report did not come into existence for the purpose of being used as evidence.

The Chief Justice announced that the Court thought the document was not privileged.

Mr. Haxton was then recalled for re-examination by Mr. Slade and gave evidence regarding a third test he made. The temperature of the ice of both companies was 18 degrees, and each piece, which weighed 8 lbs., was as similar as possible in shape. When the Milling Company's block of ice had melted, there remained of the Ice Company's block 73 ounces. In each case the piece of ice used as a test was taken from as near the centre of a block as possible. The first test he made was 7.9 per cent. in favour of the Ice Company, the second 5.3, the third 5.85 and the mean 6.35 per cent. The quantity of ice to be supplied by the Milling to the Ice Company was 5,300 tons per annum, the percentage of loss on this at 6.35 being 400 tons. The loss at a cent per pound on this would be \$8,960. In the machinery supplied at Junk Bay there was no special apparatus for removing the core from ice.

Mr. Slade said he did not wish to go into the question of machinery at this point unless

driven to it. He had not dealt with the question of process or the question of machinery at all because it seemed to him immaterial. This was purely and simply a question of saving time. Mr. MacNeil said he was quite agreeable to that. They said in the pleadings that given considerable opportunity their plant would have made ice quite up to the warranty. The plant was a proper plant for producing proper ice.

The Court decided that questions of machinery should be postponed until the question arose. Mr. MacNeil suggested that the Court should ascertain from Mr. Haxton his meaning when he said there was no special apparatus for extracting a core.

The Chief Justice (to witness)—Can you say whether there is an efficient apparatus at the Milling Co. for getting air out of the water in which the ice is made?—I don't think so.

Have you seen the plant?—Yes.

And you it know all about it?—Yes, and it would be necessary to superadd some special apparatus which was not there to eliminate air so as to remove a core.

Does the practical consume supply a large part of the trade?—Only a small part.

Have you customers who buy in blocks?—Our shipping customers buy by the ton.

With regard to tests, was there any substantial difference in the quality of the ice?—No.

Supposing you took a block of fifty pounds do you think the tests would be the same?—Yes.

Mr. J. Leehan, who was formerly a fitter at Quarry Bay, said he was engaged by Mr. Bennis to take charge of the erection of the ice plant at Junk Bay. He took all his orders from Mr. Beyer with regard to the work. In the early part of June a trial, carried out by Mr. Beyer, was stopped by the breaking of a crane. There were three engineers there, who took eight hour shifts, and during the 24 hours at a subsequent trial the machinery ran very well, there being only one stoppage of about two hours. Altogether the machinery ran between seven and eight days. The ice produced at the beginning of the trial was not so good as that produced later.

Mr. Davidson, solicitor and managing clerk to Messrs. Hastings and Hastings, deposed to drawing up the agreement for the purchase of the ice plant by plaintiffs from the defendants. The agreement was drawn up on the instructions of Mr. George Hastings, and on October 15th was sent to the office of Messrs. Arnhold, Karberg and Co. with the object of getting Mr. Arndt's signature. When witness called he saw another gentleman who was acting manager during Mr. Arndt's absence in Canton. That gentleman read the document, but said he would rather not sign it. The agreement was eventually signed by Mr. Bennis on the one part, and by Mr. Arndt on the other.

Mr. MacNeil asked their Lordships whether they would consent to hear the two counsel on each side in the summing up. In that event one man could deal with technical questions, and the other with other points.

The Chief Justice intimated that the Court had no objection so long as the same ground was not covered twice.

Shortly after Mr. MacNeil had proceeded to open the defence the Court rose with the object of paying a visit to the Ice Works.

The hearing of the case will be resumed this morning.

THE NEW GERMAN CHANCELLOR'S CAREER.

ONE OF THE KAISER'S INTIMATE FRIENDS.

Dr. von Bethmann-Hollweg, the new Chancellor, has made rapid advance. He is one of the Emperor's intimate friends, having been brought into frequent contact with his Majesty when Provincial Governor of the Province of Brandenburg. With his headquarters at Potsdam he used to take long walks and rides with his Majesty.

The Emperor was not slow to recognise his administrative talents, notably in the field of social legislation, and in 1901 his Majesty offered the new Chancellor the Prussian Ministry of the Interior, which the Governor refused, as the conditions which he felt he must make owing to the situation caused by the reservation to the Emperor's canal plans could not be fulfilled.

However, four years later he accepted this appointment on the death of Krieger von Hammerstein. He soon attracted attention by the distinctly Liberal policy he adopted towards legislation, notably by a speech wherein, while condemning certain aspects of the morality of Berlin, he warmly defended the necessity of providing recreation for workmen after hours of labour.

He devoted his attention to improving the lot of the artisan class whereas most social legislation had hitherto been applied to the working proletariat. In 1907 he succeeded Count Posadowsky at the Imperial Home Office, where he distinguished himself by drawing up the Imperial insurance law and the law controlling the right of assembly, both of which were passed by the Reichstag.

The new Chancellor enjoys the confidence of all the bourgeois parties in the Reichstag, the only opposition to the appointment having come from the extreme wing of the Centre.

Prince Bismarck recently said of him: "He is a very able man, and has a most profound nature."

Dr. von Bethmann-Hollweg visited England some years ago when Governor of Brandenburg with the Commission for the Study of Communal Institutions, a subject on which he was well posted. He was of invaluable assistance to Mr. Lloyd George when the British Minister visited Berlin last year in connection with State insurance schemes. He gave a lunch in his honour, and placed the whole of the State machinery at his disposal.

The new Chancellor has a good knowledge of English, and, although of a retiring nature, is generally popular with the Diplomatic Corps in Berlin.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin-Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

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CHARGES AGAINST SHIP'S OFFICERS.

MARINE COURT OF INQUIRY.

MATE'S CERTIFICATE SUSPENDED FOR TWO YEARS.

A Marine Court to inquire into charges of misconduct on the part of the master and mate of the British steamer *Shiu On* assembled at the Harbour Office yesterday. Lieut. Backwith, R.N., Acting Harbour-Master, presided, and the Court was composed of Lieut. Henry Butterworth, R.N., of the *Tamar*; Capt. P. H. Rolfe, Master of the British steamer *Yuen Sang*; Capt. A. R. W. Hodgins, Master of the British steamer *Haiyang*; and Capt. C. V. Lloyd, Master of the British steamer *Zafshan*.

At the outset the President read the notes of evidence taken by the Marine Magistrate when the hearing of a charge preferred by Alexander Seston, the master of the steamer, against William James O'Hanlon, the mate, of the strongly conducted case before the Court. On the strength of this the Harbour-Master applied to the Governor for a Court of Inquiry, and His Excellency's warrant for holding the Court was afterwards read.

Mr. Shanton, from the office of Messrs. Deacon, Looker and Deacon, appeared for the master, the mate not being legally represented.

In reply to Mr. Shanton, the President indicated that they would proceed with the charges against the mate first.

Mr. Shanton stated that the charges preferred against the mate were disregarding and refusing to obey the lawful orders of the master, drunkenness while on duty, and conduct prejudicial to good order and discipline on board. At present they were only dealing with the charges of gross misconduct and drunkenness.

Alexander Nelson Seston, the master of the *Shiu On*, then went into the witness-box. He stated that he had been thirty-two years at sea, and not once during that period had there been any question as to his conduct. The crew of the *Shiu On* numbered 50, there being three European officers, the captain, the mate and the chief engineer. On the night of July 19th when on the voyage from Hongkong to Hongkong there were about 250 passengers on board. They stopped at Wengmoon for the customs examination and left again shortly after five o'clock.

What in your opinion was Hanlon's condition up to that time?—He looked as if he had been drinking.

The President—Was he flushed?—Yes.

What was peculiar about him?—He was very sarcastic.

Very sarcastic?—In other words he snubbed me.

You did not think he was incapable then?—I did not. I was in my room about an hour when we overtook the *Shiu Lee* and I stood in my doorway to see how we would get on.

The President—How got on?—To see that there was no racing neck and neck.

What happened?—The pilot slowed down, according to my orders, and let the *Shiu Lee* get ahead. Mr. Hanlon commenced to make sarcastic remarks about the pilot slowing down. Some time later when I came on deck the chief officer used very abusive language towards me.

What did he say?—He used all the language in the sailor's vocabulary.

In your opinion what was his condition then?—He was drunk. No man in his senses would use such language to his chief officer.

What was your opinion about his being able to carry on the ship?—I ordered him off the bridge because I did not think he was in a fit condition to take charge.

What did he say then?—He said he would see me in — first. He would not go to his room, but remained on deck and abused me.

About this time did you say anything to the pilot anchoring at Wengmoon?—Yes, I gave him orders to anchor there and wait for the upcoming steamer.

Was the mate present?—He was.

What did he say?—He said abused me. He followed me from one side to the other.

This continued until you got to Wengmoon?—Yes.

What happened at Wengmoon?—He told the pilot not to anchor, and made sarcastic remarks about me.

Did you again order the mate to his room?—I ordered him half a dozen times.

How long did you remain on the bridge after you anchored?—I turned in then.

Witness added that the mate followed him to his room and continued to abuse him, saying that he would "do" for him. The mate went in and out from his cabin to the bridge until two o'clock. Then he remained in his cabin till seven in the morning. They left Wengmoon at 5.30 a.m. At seven o'clock the mate came out and commenced abusing witness, who was on the bridge then.

Did this continued abuse impede you in your duty as master?—It did not impede me in my duty on the ship.

But it annoyed you?—Yes.

What was the condition of this man at 7 a.m.?—He had sobered up.

What happened when you reached Hongkong?—He went ashore immediately the ship was made fast.

The President—Is it customary for the chief officer to ask your leave before he goes?—No.

In reply to Mr. Shanton, witness said that when his duties were done the mate could go ashore. The mate came back about noon "under the influence."

What made you think so?—His actions. He was creating a disturbance on the wharf.

Examination continued—He came on board and used abusive language to the assistant manager and the commodore. Hanlon became so threatening after that that witness came to the Harbour Office for protection. He was advised to get rid of the mate, to discharge him.

Ultimately the mate was removed from the ship by the Water Police.

The President—Who gave the order?—I believe you did, sir.

The President—Well, I want you to tell me. Examination continued—He was very excited when the Water Police took him away. It was possible to have drinks brought up to the bridge when on duty there by calling the boy.

By the Court—The steward runs the bar, but that was for the passengers. The officers could have as many drinks as they wished. He had power to stop it, but he did not do so because the mate seemed all right when they left. He had never been abused before.

Capt. Rolfe—Is it usual for the officer of the watch to have drinks on the bridge when on watch?—Not when on watch.

Capt. Lloyd—What steps did you take with regard to stopping the chief officer's liquor after you saw his condition at Wengmoon?—I told the boy to let him have no more.

The President—Is this officer signed off?—Yes.

Capt. Hodgins—Was this the first complaint against this officer?—No, sir.

The President—How long has he been with you?—From 15th June to 20th July.

The President—How long do you keep your chief officers?—Year in and year out if they behave themselves.

How long did the last one stay?—Three weeks.

And the previous one?—Two weeks.

How is that "year in and year out"?—The one before stayed six months.

Where did you get this man?—In the Sailors' Home.

Cross-examined by the Chief Officer—He did not read the official log to him on board the ship because he was too abusive.

Does that mean you thought he would hit you?—Yes.

Witness did not enter it in the log at the time because he thought Hanlon would be all right again, and he did not wish to get the man into trouble.

Could you write your name on July 18th and 19th?—I don't understand the question.

The President—Answer yes or no?—Yes.

The Mate—You say you were on the bridge when the *Shiu Lee* passed?—Yes, I did not give any orders then to do down as I had previously given instructions to the pilot.

Did you see the typhoon signals up on leaving Hongkong?—I did.

Leaving Hongkong on the 18th, why was the ship kept waiting half an hour for you?—I told them the time I would sail.

The President—Did she wait thirty minutes?—She did not; she sailed at the appointed time.

The Mate—Did nobody go up to your house to call you during the afternoon?—Yes, but I could not understand why. I was out then.

What state were you in when you came down on Sunday evening about six p.m.?—The same as I am now—in my ordinary condition.

Had the ship left Hongkong several times without your being on the bridge?

The President—That has nothing to do with this case.

John Barr, engineer on the *Shiu On*, said that the mate was on the bridge from 8.30 till they reached Wengmoon. He thought Hanlon was under the influence of drink, but was not incapable. On the voyage from Wengmoon to Hongkong the Captain was sober and gave no provocation to the man to abuse him.

Capt. Lloyd—Did you hear the mate criticising the action of the master during the time they were at anchor?—No.

The President—Has there been any friction between the master and the mate before this?—No.

Was there any delay in sailing on the 18th July?—No.

Did you see the master when he arrived on board that night?—Yes.

Was he sober?—Yes.

Anybody can get drinks on board?—Yes.

Officers and passengers can get liquor at any hour by sending down for it?—Yes.

You say the chief officer was under the influence of liquor when you were at anchor at Wengmoon?—Yes.

Would you say he was quite safe to go on the bridge?—Yes.

He was just a bit cheerful, eh?—Yes.

You would have perfect confidence in turning in when the chief officer was in this state?—Yes. He was not sufficiently under the influence of liquor to be untrustworthy.

I take it these boats are largely navigated by the pilot?—What do you mean?

You have a pilot on board?—Yes.

And he takes charge during the intricate navigation?—I don't know.

There is a difference between a man taking nominal charge and complete charge? Would you say the chief officer was capable of handling any ship from the bridge point of view?—Yes.

The Secretary of the *Shiu On* Company spoke to Hanlon creating a disturbance on the steamer at the wharf on July 2nd, and to calling witness a cooly.

The pilot on the *Shiu On* said he saw the mate on the bridge on the occasion stated. He was "away from his hands and legs," by which witness meant that the mate was under the influence of liquor. Witness also spoke as to the master and the mate having a quarrel. The captain told witness to anchor at Wengmoon and the mate told him to go straight on to Hongkong. Witness said he saw the mate threaten the captain, and heard him speak loudly to the captain. As far as witness knew the mate was sober all the voyage.

The quartermaster also testified to seeing a quarrel between the master and the mate after leaving Hongkong. He also declared that the captain was sober during the voyage.

Another Chinese member of the crew said the mate was insolent to the Captain and followed him about the ship. In his opinion the mate was drunk on that occasion and the captain was sober throughout the voyage.

The mate then gave evidence on his own behalf. He said the *Shiu On* left Hongkong at twenty minutes to six, and the Captain did not come on deck again until they were anchored at Wengmoon.

The President—Have you any reason to suggest why he was not on deck?—He was under the influence of liquor.

Have you got any witnesses to that effect?—No.

You have no one?—No.

No one to substantiate it?—No.

The President—Do you consider it is any use making a statement you cannot substantiate? I should advise you to withdraw it. There is no object in making a statement you cannot substantiate.

The statement made by witness before the Marine Magistrate was read.

The President—Have you anything further to say?—Not much except that I swear that we waited half an hour for the captain that night.

Anything else?—The mate went straight to his cabin. At two o'clock I found him in the messroom.

There was no reason why he shouldn't be there?—It was his watch.

Was the ship under weigh?—Yes.

The Captain was then recalled. He said that after coming on board on the 18th July, the commodore came to him and complained that the chief officer had thrown two baskets of passengers' luggage overboard while the ship was at the wharf. The articles were recovered. He asked the mate what he meant by it.

The ship's commodore deposed to the mate throwing overboard some passengers' luggage while the *Shiu On* was at the wharf on July 18th. He did not report it to the captain.

The engineer, recalled, said he did not see the mate throwing luggage overboard. Cross-examined. He heard it spoken about on board. The Court was cleared and considered in camera its finding, which was afterwards read in open Court as follows:—

We find the charges made by the master, Alexander Nelson Seston against William James O'Hanlon, first mate, proved—that you were drunk on duty during the 18th and 19th July, and that during that time your conduct was prejudicial to good order and discipline and mutinous. Further that the charges made by you against the master were unsubstantiated and therefore vexatious. This Court therefore orders your certificate to be suspended for two years. Given under our hands, Victoria, Hongkong, this tenth day of August, 1909, Charles W. Backwith, Lieut. R.N., President of the Marine Magistrate's Court; Henry Butterworth, Lieutenant R.N.; Chas. V. Lloyd, master s.s. *Fafshan*; Percy H. Rolfe, Younger Brother of Trinity House.

ABDICATION OF THE SHAH.

The London *Daily Telegraph* thus refers to the abdication of the Shah and the general position in Persia:—

The climax of the Persian revolution has arrived with a steadiness and on the whole with an absence of bloodshed that augurs well for the stability of the new régime. The present position is simply that the Shah has abandoned his wholly untenable defences at Sultanabad, and has thrown himself upon the protection of the Russians in their summer Legation at Zargandah, about eight miles north of Teheran.

The step taken by the Shah, which practically amounted to abdication, has been followed by the natural consequence. The Heir-Apparent, Sultan Ahmed Mirza, has been proclaimed Shah, and Asadollah, who has been appointed Regent, while the Siphahar becomes Governor of Teheran.

Apparently no difficulty was found in deciding the future of the Cossack brigade. Still under the command of Colonel Liakhoff, who will set on the instructions of the Minister of War, they will devote themselves to policing the capital and prevent looting on the part of the armed bootlarks and disbanded troops.

The situation has no difficulty for ourselves. Throughout the past revolution the Russians have acted in entire accordance with their repeated assurances, and with the terms of the Anglo-Russian Convention. No interference of any kind has at any time been contemplated by them except in the now happily remote contingency of an attack upon the Europeans in the capital. So far from being an advantage, it is undoubtedly a matter of considerable inconvenience to them that at this juncture in the affairs of Persia the Sovereign should have appealed to them for shelter.

No one who has followed the comments of the Russian newspapers during this crisis can fail to have remarked the almost unanimous note of warning they sounded against any Persian adventuring at the present moment. In the interests of all European Powers alike—a rare conjuncture in Asiatic politics—a correct attitude of strict neutrality is also the wisest, and we understand that the British Foreign Office watches the development of the present situation without a shadow of anxiety as to what Russia's action may be.

MORE BRITISH MONEY GOING ABROAD.

LAST INCREASE IN THE LAST THREE YEARS. According to an answer given by Mr. Lloyd George in the House of Commons to a question by Sir Edward Sassoon, the gross income from investments abroad assessed for Income-tax in 1907-8 amounted to £83,276,243.

The rapid rate at which income from foreign investments has increased may be seen in the following table:—

1903-4	£65,865,305
1904-5	66,062,109
1905-6	73,899,265
1906-7	79,560,116
1907-8	83,276,243

It is a remarkable fact that the figures were practically stationary until the Radical-Socialists were actually in power, or until it became certain that they would assume office.

In the last three years given above the total increase in income from abroad has been no less than £17,214,134.

LATEST STEAMER MOVEMENTS.

The H.A. Linie str. *Sambis* left Shanghai on the 7th instant p.m., and may be expected here to-day.

The Austrian Lloyd's str. *Nippon* left Singapore for this port on the 10th

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO Port	SARDINIA Capt. C. C. Talbot, R.N.E.	About 11th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO Capt. W. H. S. Hall, R.N.E.	About 13th Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. H. Powell	About 15th Aug.	Freight and Passage.
LONDON via URUAL PORTS	CALEDONIA Capt. W. Hayward, R.N.E.	Noon, 21st Aug.	See Special of Call.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th August, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 11th Aug., 3 p.m.
TSINGTAI, CHEFOO and NEWCHANG	"NANCHANG"	On 11th Aug., 4 p.m.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 12th Aug., 9 a.m.
SHANGHAI	"KALGAN"	On 12th Aug., 4 p.m.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 12th Aug., 4 p.m.
SHANGHAI	"ANHUI"	On 12th Aug., 4 p.m.
SAMARANG and SOERABAYA	"SHANTUNG"	On 14th Aug., 4 p.m.
SHANGHAI	"LINAN"	On 15th Aug., 4 p.m.
MANILA	"TEAN"	On 17th Aug., 3 p.m.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 19th Aug., 4 p.m.
SHANGHAI	"CHINHUA"	On 19th Aug., 4 p.m.
SHANGHAI	"CHENAN"	On 22nd Aug., 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—

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Hongkong, 11th August, 1909.

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HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WEDNESDAY, 11th Aug., at 2 p.m.
"HAICHING"	SWATOW, AMOY and FOCHOOW	FRIDAY, 13th Aug., at 2 p.m.
"HAITAN"	SWATOW, AMOY and FOCHOOW	TUESDAY, 17th Aug., at 2 p.m.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOCHOOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

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Hongkong, 11th August, 1909.

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DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALIC Ports	"YEDDO"	Middle of August.
SHANGHAI, YOKOHAMA and KOBE	"CATHAY"	End of August.
MARSEILLES, HAVRE, COPENHAGEN and BALIC Ports	"CATHAY"	End of September.

For Further Particulars apply to

MELCHERS & CO.,
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Hongkong, 5th August, 1909.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE & MOJI	"HINSANG"	Thursday, 12th Aug., 3 p.m.
MANILA	"CHUNSIANG"	Friday, 13th Aug., 4 p.m.
SHANGHAI	"YUNSIANG"	Friday, 13th Aug., 4 p.m.
MANILA	"KWONGSANG"	Saturday, 14th Aug., 4 p.m.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"LOONGSANG"	Friday, 20th Aug., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 24th Aug., Noon.
	"KUTSANG"	Tuesday, 31st Aug., 3 p.m.

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Hongkong, 11th August, 1909.

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S.S. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSU MARU	500 "	Dec. 10th, at Noon.

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Hongkong, 29th June, 1909.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
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DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, P. ENANG, COLOMBO and PORT SAID	AWA MARU, Capt. A. Keith	6,500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA	TAMBA MARU, Capt. G. H. Butler	6,500	WEDNESDAY, 1st Sept., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Hagino	6,500	TUESDAY, 17th Aug., at 4 p.m.
SHANGHAI and KOBE	SHINANO MARU, Capt. K. Kuwara	7,090	TUESDAY, 14th Sept., at 4 p.m.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi	6,000	FRIDAY, 3rd Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU, Capt. M. Winkler	6,000	FRIDAY, 1st Oct., at Noon.
KOBE and YOKOHAMA	YEBOSHI MARU, Capt. B. Kon	4,500	THURSDAY, 12th Aug., at 5 p.m.
NAGASAKI, KOBE and YOKOHAMA	KANAGAWA MARU, Capt. J. Nagao	6,500	FRIDAY, 20th Aug., at 5 p.m.
	BOMBAY MARU, Capt. W. A. Evans	5,000	FRIDAY, 20th Aug., at 5 p.m.
	MIYASAKI MARU, Capt. T. Mural	9,000	FRIDAY, 27th Aug., at 5 p.m.
	KUMANO MARU, Capt. M. Winkler	6,000	WEDNESDAY, 1st Sept., at Noon.

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THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MISHIMA MARU - (Capt. A. E. MOSES) - About Wed. 25th Aug.

ATSUTA MARU - (Capt. WM. THOMPSON) - About Wed. 22nd Sept.

MYASAKI MARU - (Capt. T. MURAI) - About Wed. 20th Oct.

KITANO MARU - (Capt. F. E. CORE) - About Wed. 17th Nov.

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1st CLASS	\$120	\$110	\$100	\$90
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Option of rail between Calling Ports in Japan.

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T. KUSUMOTO,
MANAGER.

Hongkong, 4th August, 1909.

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ZAFIRO	2540	R. Rodger	Manila	On 14th Aug., Noon.
RUBI	2540	R. W. Almond	Manila	On 21st Aug., Noon.

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HONGKONG, 2nd August, 1909.SHEWAN, TOMES & Co.,
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NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
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S.S. SPEZIA ... 13th Aug.	S.S. SAMBIA ... 12th August
S.S. C. FERD. LAEISZ ... 17th Aug.	For MARSEILLES, HAVRE & HAMBURG:
S.S. AMBRIA ... 27th Aug.	S.S. SLAVONIA ... 18th August
S.S. NICOMEDIA ... 8th Sept.	For HAVRE, BREMEN & HAMBURG:
S.S. LIBERIA ... 15th Sept.	S.S. ANDALUSIA ... 1st Sept.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. SAKONIA ... 2nd Sept.
	For HAVRE & HAMBURG:
	S.S. SPEZIA ... 14th Sept.
	For ANTWERP, ROTTERDAM & HAMBURG:
	S.S. ARABIA ... About mid. of Sept.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 7th August, 1909.

THOS. COOK & SON,
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REGULAR THREE-WEEKLY SERVICE BETWEEN
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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	First half of Aug.	SHANGHAI	First half of Aug.
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.
TJILIWONG	JAPAN	Second half of Aug.	JAVA	Second half of Aug.
TJIMAH	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIPANAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 2nd August, 1909.

Telephone No. 375.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
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AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
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TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA

"SEATTLE MARU" Capt. — 6,173 } SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
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SHANGHAI via SWATOW, "BUJUN MARU" Capt. Y. FUSANO } THURSDAY, 12th Aug., at 10 a.m.

AMOY & FOCHOOW "DAIGI MARU" Capt. H. MURAYAMA } SUNDAY, 15th Aug., at 10 a.m.

TAMSIU via SWATOW, "SOSHU MARU" Capt. K. SUGI } WEDNESDAY, 18th Aug., at 10 a.m.

ANPING via SWATOW, "SOSHU MARU" Capt. K. SUGI } WEDNESDAY, 18th Aug., at 10 a.m.

A Special Reduction of 20 per cent. on 1st and 2nd Class Fares to Foochow will be made during the months of August and September.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,

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MANAGER.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA, CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1909.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 4 guns 3,000 h.p., Com. C. T. Faller, Weihaiwei.

Astraea, 2nd class cruiser, 1,360 tons, 10 guns, 7,000 h.p., Captain F. E. C. Egan, Weihaiwei.

Bedford, 1st class cruiser, Capt. E. S. Fitzherbert, R.N., Weihaiwei.

Bramble, gunboat 710 tons, 900 i.h.p., Lieut. Comdr. H. O. B. Bridgeman, Shanghai.

Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. F. B. Noble, Weihaiwei.

Cadmus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Singapore.

Cherub, water tank and tug, 350 tons, 300 i.h.p., Master G. West, Hongkong.

Clio, British sloop, 1,070 tons, Comdr. C. T. Barrett, Weihaiwei.

Fama, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Weihaiwei.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, cruising in Pacific.

Handy, torpedo-boat destroyer 275 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Heathcote, Hongkong.

Hart, torpedo-boat destroyer, 275 tons 6 guns, 4,000 h.p., Lieut. Comdr. Monroe, Weihaiwei.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lt. Comdr. Heathcote, Hongkong.

Kent, 1st class cruiser, 9,800 tons, 14 guns, 22,000 i.h.p., Capt. G. C. A. Marceau, Weihaiwei.

King Alfred, 1st class cruiser. Flag ship of Vice-Admiral the Hon. Sir Hedworth Lambton, Commander-in-Chief, 14,000 tons, 18 guns, 30,000 i.h.p. Capt. L. Clinton-Baker, Weihaiwei.

Kinsla, river gunboat, 615 tons, Lieut. Comdr. T. J. S. Lyons, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Comdr. F. H. Walter, Borneo.

Monmouth, cruiser, 9,800 tons, Capt. G. W. Smith, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. E. S. Egan, Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Lt. Comdr. B. J. D. Guy, V.C., Weihaiwei.

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SPECIAL BLEND WHISKY



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